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American Railroad Journal.

New York, Saturday, July 28, 1877.

The Coming Fair of the American Institute.

The forty-sixth exhibition by the American Institute will be held next fall, it being proposed to open the same on September 12th. The present indications are that it will surpass all previous ones given by this Institute. We have frequently heard statements, by both exhibitors and non-exhibitors, that these New York expositions of arts and manufactures were capable of improvement and additional attractions which would render them still more popular, instructive and interesting.

We are well aware of the wish and efforts on the part of the trustees and managers to have their expositions creditable and successful, but after giving ample space and facilities to exhibitors and arranging the various departments in systematic order their duties are limited, and much depends on the interest shown by

manufacturers and those who can make exhibits. We but express the opinions of many others when we state that hitherto there has been too much sameness in these expositions. Every year we find the same articles, the same show cases, in the same place. They might never have been removed. The thing needed seems to be general expansion. It is pleasant to see a beautiful display of dry goods, and house furniture, but far more instructive to observe the mechanism of a loom in operation, and the processes employed in the manipulation of materials. We should like to see more works of art there; paintings, and artists at their easel; porcelain and pottery, and the potter's wheel in motion; statuary and sculpture, and the sculptor at work; in short to relieve the monotony of a perpetual exhibit of goods, many of which can always be seen on Broadway, processes of importance in science and the arts should not only be exhibited but explained. Glass blowing and scroll-sawing and sewing machines and the making of candies and sweetmeats are all very well in their way, but is it not quite practical and possible to get higher and above these? From the workshops and manufactories of this great city there should come forth to public view numerous inventions and improvements of a practical character, as yet but little known and understood, specimens of skill and workmanship by apprentices, products of manual dexterity as well as of automatic machinery.

While there has been no lack of steam engines, pumps and jig saws at these exhibitions, there have been but few exhibits pertaining strictly to railways and railway plant. Models of improved steam and horse cars, and specimens of iron and steel plates, rails, and tires, improved link motions, automatic signals, and switches, etc., these and such as these might very properly be placed in a railway department. The master mechanics of our railways as a class are men of practical knowledge and superior intelligence—who are continually in-

troducing improvements quite original with themselves. If so disposed they could add much to show the progress made in railway construction and machinery. Again every year these industrial expositions should be made more attractive and valuable by exhibits from those possessing rare works of art whether of home or foreign production. At any rate we hope this year to see manufacturers respond more generally to the invitation of the managers in sending choice articles as well as valuable products, that the exposition may be one of science and art as well as of commercial and industrial enterprise.

Ventilation—A Simple and Useful Appliance.

We are aware that the subject of ventilation has become hackneyed and thread-bare by incessant repetition in newspapers, books, lectures and scientific publications. Still it is none the less important, and that it is habitually ignored by thousands of otherwise sensible people is our excuse for calling attention to a simple appliance applicable to buildings and residences of every description and class.

After all that has been said and written, the many plans and devices tried and experimented with, one fact cannot be stated too frequently; it is this. Every breath we draw, every lamp that burns, every fire that warms us, consumes the life-giving oxygen, the vital air of the atmosphere. If it is not replenished by constant ingress from the stores of nature, we must grow dull, pale, weak, inert, and finally succumb to disease and death. This want of proper ventilation exists to a fearful extent at the present day, and with all the intelligence we can boast of still this subject is imperfectly understood and sadly neglected. Men complain of foul air in insurance offices and banks, in railway stations and cars, in theatres, churches, and places of indoor amusement; judges are so loud in their denunciations of court room ventilation, that elaborate and expensive arrangements sometimes tried, prove failures, and the state of the rooms is worse

than at first. We maintain that any appliance repeatedly tried and successfully used for ventilation purposes should have the attention of all who are interested in good ventilation, and consequently in the healthfulness and comfort of their homes. At the present season when the summer heat is so oppressive, and all classes seek to obtain pure air, what is the common practice? Sweltering in the heat, they open doors and windows. This not only lets in the dust, but with the current disturbs the upper strata of air, which, because of its super-heat, has ascended above doors and windows, and brings it down upon the perspiring victims below like the hot blast from a furnace. Now, if they would provide a sufficient open-



HYNES' PATENT VENTILATOR.

ing at the highest part of the room or building, connected by a pipe or flue leading upward to a storm-proof ventilator on the roof, so made that every breeze would set it acting like a pump to suck up the heated and vitiated air from below, it would add immensely to both comfort and health. Ventilation in cold weather requires a more elaborate arrangement.

The Hynes' Patent Ventilator, represented here, we happen to know as a good one, and is manufactured by West & Cannon, 40 Cortlandt street, New York.

Connecting Railroads in California.

The completion of the railroad between Oakland and Bantas, by way of Martinez, in October, will have many effects besides saving time to passengers and expense to the Railroad Company in the trip between San Francisco and Sacramento. The Strait of Carquinez will be a central crossing-point for the most important iron tracks in the State. The Silver Gate, as it has been called, can see every boat and car that passes between the ocean and the interior. The roads from Arizona, Oregon, Utah, the Salina Valley and Russian Valley will there converge and diverge. Benicia and Vallejo on the north bank of the Strait, and Martinez on the south, will feel the beneficial effects of the concentration of channels of communication in their neighborhood. The greater part of the grading for the extension of the Petaluma Valley Railroad to San Rafael has been done, and the rails could be put down within two months if great inducement were offered for haste. Twenty miles more of track, between Petaluma and Vallejo, would connect all the railroads more than ten miles long in California in one system. Such

a connection would be of much benefit to the region north of San Pablo Bay, and must be completed at no distant day.

The dismissal of the suit commenced four or five years ago, by certain German bondholders, to throw the California Pacific Railroad Company into bankruptcy, is the result of the final adjustment of the matters in controversy, in accordance with the compromise, and the result will be harmony between the Central Pacific and the California Pacific. The railroad between Vallejo and Sacramento will, we presume, be improved, so that swift time can be made between this city and the Capital; the road between Knight's Landing and Marysville, if newspaper report be true, will be rebuilt; and the road on the west side of the Sacramento river will be extended from Williams northward to Red Bluff. These improvements are not to be expected this year, but they are indispensable to the completeness of the railroad system of the State.—*Alta California*, July 16.

Philadelphia and Atlantic City Railway.

We have been favored with a copy of the time-tables of this road. The first train was run on the 7th of July, leaving Camden, N. J., at 2 p. m. A delay of two hours was experienced at Tansboro while the last quarter of a mile of track was being laid. One and three-quarters mile of track was laid on that day by one gang. The road was commenced about the first of April of this year, was opened for business July 14th, and on the 21st eight additional trains were put on. The work is very incomplete as yet, but a short time will suffice to give the whole line a solid build—second to no road in this country for safety, speed and comfort.

Cleveland, Mount Vernon and Delaware Railroad.

The earnings of the Main Line and Massillon Branch for the years ending December 31, 1875 and 1876, were as follows:

	1875.	1876.
From passengers.....	\$138,540 57	\$133,849 67
" freight.....	251,368 99	209,952 42
" express.....	12,520 00	12,520 00
" mails.....	17,561 43	14,680 78
" miscellaneous.....	3,036 08	2,629 73
	\$426,027 07	\$373,582 67
Expenses, viz:		
Conducting transp.....	\$66,813 48	\$69,670 35
Motive power.....	89,870 23	80,009 20
Maintenance of way....	94,430 39	92,738 53
Maintenance of cars....	38,843 30	25,756 45
General expenses, including taxes.....	49,403 15	41,875 69
	\$338,360 55	\$310,050 22
Net earnings.....	\$87,666 52	\$63,532 38

Against which are the following charges:

One year's rent of Massillon Branch.....	\$20,000 00
One year's interest on so-called Cass and Marvin bonds.....	398 99
One-half year's interest on first mortgage bonds, including premium on gold, according to contract with bondholders.....	87,073 24
One year's interest on coupons funded, including premium on gold.....	16,313 45
Commission to agent of bondholders.....	516 98
	124,302 66
Deficiency.....	\$60,770 28

The deficiency has been, in part, supplied from the cash resources of the company other than those derived from earnings, leaving due on the

1st of January, 1877, on account of the payments then matured under the contract with the bondholders, the sum of \$28,350 49.

The results of operating the Massillon and Cleveland Railroad were:

	1875.	1876.
Earnings.....	\$22,439 84	\$15,493 54
Expenses.....	16,496 54	15,687 72
Net earnings.....	\$5,943 30	
Deficit.....		\$194 18
To which should be added the minimum rental.....		20,000 00

Total loss..... \$20,194 18
The loss in 1875 was..... 14,056 70

Increase..... \$6,137 48

The main line of road is 144.04 miles in length, extending from Hudson to Columbus. To which add track of Pittsburg, Cincinnati and St. Louis Railway, and Baltimore and Ohio Railroad, necessary to reach Union Depot, Columbus, not owned by this company, 0.38 mile; also, length of Massillon and Cleveland Railroad, from Clinton to Massillon Junction, on the Pittsburg, Fort Wayne and Chicago Railway, leased, at a rental of 40 per cent of gross earnings, 12.50 miles—making total miles operated, 156.92. Also, Dresden branch, incomplete, from Kilbuck Station, 6 miles south of Millersburg, to Dresden, Ohio, on the Pittsburg, Cincinnati and St. Louis Railway, where it will connect with the Cincinnati and Muskingum Valley Railway, 34 miles.

The equipment of the road in use, Jan. 1, 1877, consisted of 20 locomotives, 13 passenger, 8 baggage and express, 68 box, 5 stock, 525 coal and 10 caboose cars.

Tons of local freight carried in 1876, 144,981; foreign freight, 61,985—total, 206,966, against 238,899 in 1875, a decrease of 31,933. Total mileage of freight, 9,868,004. Av. rate per ton per mile, 2.13 cents. Cost, 1.98 cents.

Number of local passengers carried in 1876, 247,117; foreign, 5,860—total, 252,477, against 253,343 in 1875, a decrease of 866. Total mileage of passengers 4,536,317. Av. rate per passenger per mile, 2.95 cents. Expenses, 2.53 cents.

Mileage of trains: freight, 191,556; passenger, 179,698, other, 15,500—total, 286,754, against 406,942 in 1875, a decrease of 20,188. Earnings per mile run by trains, \$1 00.63; expenses 83.51—net earnings, 17.12, against 22.53 in 1875.

The proportion of earnings absorbed by expenses was 82.99 per cent, against 79.42 in 1875.

During the past year the work of ballasting, and renewal of cross ties has been prosecuted, which will be continued during the present year. A larger amount of new iron rails will also be required this year. Nearly the whole of the rails in the track between Marshallville and the Holmes County Coal Co. track, a few miles south of Millersburg, have been in use over 20 years, and need renewal. The company have new and commodious shops at Mt. Vernon for the repair of equipment, but they are not supplied with the requisite machinery. About 10 miles of fencing were constructed during the year, leaving upwards of 51 miles yet to be built. An addition of 431 feet was made to the side tracks on the main line, and 80 feet on the Massillon branch.

An addition of 10 stock cars and 20 box cars should be made to the equipment, and the con-

tract with the bondholders contemplated such an increase. It is hoped some arrangement may be made by which these cars may be had this year.

The total amount of stock subscriptions collected during the year was \$2,888 60. The total amount uncollected, but considered good, is \$7,200. The report says:

The expectations indulged in by your directors at the time the contract was made with the bondholders, in 1874, under which one half the amount of certain coupons from the bonds of the company was funded, and the remaining one-half, together with annual interest on the portion funded, was to be paid in cash, have not been realized as to the ability of the company to carry out the provisions of that agreement. Instead of the revival of business so generally looked for during the past two years by all industrial classes, universal depression has continued to exist, particularly in the mining and manufacturing interests, on the prosperity of which the business of your road is so largely dependent. The result has been a loss in the earnings so great as to preclude the probability of the company retrieving itself under the present arrangement with the bondholders. The payment due them July 1, 1876, was made by availing ourselves of the company's credit to limited extent; but that due January 1, 1877, has only been partially met. The amount due at the latter date was:

One half the amount of coupons due January 1, 1877, surrendered to the Trustees at Amsterdam, in gold.... \$39,693 50
One year's interest at 7 per cent., in gold, on the portion of coupons funded..... 15,281 94
Commission, 1 per cent., on \$54,975 44..... 274 87

Total, in gold..... \$55,250 31
Add, say 7 per cent. premium..... 3,867 53

Total, in currency..... \$59,117 84

Of this amount there was paid \$30,767 35, leaving \$28,350 49 still due on this account.

An informal proposition has been made to the bondholders for a complete reorganization of the company, on such a basis as would insure hereafter a prompt payment, from time to time, of the fixed liabilities of the company for interest on its bonds. The bondholders, however, while not waiving any of their legal rights in the premises, have preferred that the status of the company and its property should remain as at present, till such time as the future results in operating the road may lead to the formation of a more reliable judgment in regard to its productive capacity. Your directors are also of the opinion that this course will be most beneficial to all parties. The bondholders will continue to receive all the net earnings of the road, unless otherwise agreed with their representatives, and they and the company saved the expenses that would be attendant upon litigation.

No particular change has occurred in the condition of affairs connected with the Dresden Branch, since the last annual report. Several meetings of persons interested in the completion of this work have been held in the neighborhood during the past year, but no practical results have been reached. The different interests to be benefited by the building of this road have not yet become awakened to the absolute necessity of greatly increased contributions to the stock capital of the company for this purpose, beyond the amount heretofore subscribed. In this connection, your directors would express the opinion that the present proprietors of the company, both bondholders and stockholders, have a large interest in the completion of the Dresden Branch, for such completion would assuredly add much to the value of the Main Line. Till a unity, however, of conviction and purpose on this subject, among all parties interested, shall have been reached, no definite steps can be taken by your directors for the consummation of the enterprise.

INCOME ACCOUNT, Dec. 31, 1876.

Balance to debit Dec. 31, 1875.....	\$128,170 66
Interest on first mortgage bonds, and premium on gold for same.....	168,561 80
Interest on Cass and Marvin bonds.....	398 99
Interest on coupon certificates.....	15,496 25
Operating expenses, main line.....	294,862 50
Expenses of Massillon branch.....	15,687 72
Rent of Massillon branch.....	20,000 00

Total.....	\$642,677 42
Earnings of main line.....	\$358,089 06
Earnings of Massillon branch.....	15,493 54
Balance to debit of income account..	269,094 82

Total, as above..... \$642,677 42

GENERAL ACCOUNT, Dec. 31, 1876.

Cost of Main Line, Equipment, &c., to date.....	\$4,628,159 39
Cost of Dresden Branch to date.....	215,223 22
Due by Agents and Conductors ..	8,020 35
Cash in hands of Treasurer	216 54
Cash in hands of Winslow, Lanier & Co.....	30,671 58
Stock of C. C. & I. Ry. Co.....	88 00
Bills receivable.....	5,747 87
Due by other companies.....	2,807 00
Due by U. S. Postoffice Department	4,602 78
Due by Union Express Co.....	1,040 00
Due by R. C. Hurd's estate.....	7,274 22
Coupons funded in advance of maturity	39,693 50
Balance to debit of Income Account	269,094 82
	\$5,212,639 27
Common stock.....	\$1,312,894 21
Preferred stock.....	451,450 00
First mortgage bonds.....	1,350,000 00
First mortgage bonds, Columbus Extension.....	950,000 00
Income bonds.....	669,000 00
Coupons funded, matured (gold).....	\$277,854 50
Coupons funded, unmatured (gold).....	39,693 50
	317,548 00
Coupons matured, to be paid in cash	\$46,882 50
Int. on coupons funded, to be paid in cash	15,496 25
	62,378 75
Bills payable.....	8,000 00
Accounts payable, for current expenses.....	38,166 57
Construction account payable.....	3,416 25
Due to other companies.....	49,453 84
Miscellaneous liabilities.....	331 65
	\$5,212,639 27

President.—THOMAS D. MESSLER.

Directors.—Thomas D. Messler, William Thaw, Geo. B. Roberts, D. W. Caldwell, Samuel Israel, Charles Cooper, Wm. M. Orr, Isaac Harpster, Mardenbro White.

Superintendent.—G. A. JONES.

Treasurer.—J. D. THOMPSON.

Auditor.—E. MIZE.

Secretary.—JOSEPH S. DAVIS.

The Geneva (N. Y.) Gazette says that never in the history of agriculture in this State did crops give promise of a better yield than that of this present season. The hay crop is mostly secured in good condition, and it is abundant. Wheat is ready for the harvest—many fields already cut. The heads are well filled, straw stout. Few fields will yield less than twenty bushels to the acre—many, we believe, will produce thirty-five to forty bushels. The growing barley and oats look fine and stand very thick in the fields. Corn is coming on splendidly. The potato vines look healthy and vigorous. Farmers planted

largely, and with even less than an average yield per acre the aggregate must prove far in excess of former years.

Cincinnati, Hamilton and Dayton Railroad.

The following is a corrected list of bonds of the Cincinnati, Hamilton and Dayton Railroad, outstanding at this date:

Cincinnati, Hamilton and Dayton—	
1st Mortgage.....	\$1,243,000
2d Mortgage.....	496,000
Consolidated S. F. (issue \$2,000,000).....	996,000
	\$2,725,000

Cincinnati, Hamilton and Indianapolis Railroad Bonds.....		1,846,000
Cincinnati, Richmond and Chicago—		
1st Mortgage.....	\$560,000	
2d Mortgage.....	65,000	
		625,000

Dayton and Michigan—		
1st Mortgage.....	\$1,846,000	
2d Mortgage.....	426,000	
3d Mortgage.....	851,000	
Toledo Depot Bonds.....	105,500	
		2,728,500

The earnings of the Erie Railway for April, 1877, were \$1,280,880 51, the expenses \$879,016 07, and the net earnings \$401,864 44. For the month of April, 1876, the earnings were \$1,252,964 66, the expenses \$961,309 84, and the net earnings \$291,654 82—showing an increase in earnings of \$27,915 85, a decrease in expenses of \$82,293 77, and an increase in net earnings of \$110,209 62. The net earnings for the seven months passed of the financial year exceed those of the same period in the former year by \$530,061 68.

The Contra Costa News says that the construction train is now running east of Pinole, and the Central Pacific Company are working fifty-three gangs of men, doing active grading at various points along the line. The Superintendent, J. B. Harris, is determined to push the work with all dispatch, and is in hopes of having trains running into Martinez by the 15th of August. The road coming from Bantas is now within a few miles of Antioch, and it is calculated that the entire line will be in complete running order by the first of September.

The last rail on the Montreal, Portland and Boston Railway between West Farnham, P. Q., and St. Lambert was laid on the 12th inst., and a special train ran over the road between those places, returning to Chambly in the evening. Arrangements are now being made to continue the road to the Province to connect with the Portland and Ogdensburg Railway.

The Pittsburg Chronicle says that the contract for grading and putting the road bed of the Castle Shannon Narrow Gauge Railroad in readiness for the rails has been awarded to Peter McElhenny, of Tanawqua, Pa., for \$42,000. The work which has already been commenced, will be pushed to completion as rapidly as possible.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Delphos and Kokomo Railroad Company, capital stock \$50,000, in shares of \$50 each, by D. W. Evans, and others. The road is to run from Delphos, Allen county, to the Indiana State line, on the west line of an Wirt county.

Street Railways in England.

A committee of the House of Commons has recently been examining into the street railway system of England. The aggregate length of the street railway lines in England is 300 miles, on which twelve million dollars have been expended. In London, the street railways have conveyed 48,000,000 passengers the past year, against 51,000,000 transported by the general omnibus company. Horse power is still mainly used, steam having been prohibited except during the hours from 10 o'clock at night to six in the morning. With a view to determining the propriety of repealing this law a committee has been appointed by Parliament. The committee has examined and tested the working of steam engines and cars for street railways, of various construction.

The application of steam power to tramways was urged not only on economical but on humanitarian grounds, and it was proved to the satisfaction of the committee that a five-year-old horse lasts but four years on these lines, against four and a half years in the omnibus business. On the other hand the main argument against the employment of steam engines on street railroads is, of course, the fright which their passage might give to horses, and the casualties which might ensue. Against this objection the advocates of the innovation brought up the case of the Parisian line from Montparnasse to the Bastille, where steam engines have now been running for months without a single accident. Numerous depositions of close observers, including some well known naturalists, seemed to demonstrate that the fear which horses testify to street cars propelled by an invisible machine is, so to speak, a rational fear, capable of removal by education, and arising from their present inability to explain to themselves the cause of the motion.

After a most exhaustive investigation, the conclusion was reached by the committee that the introduction of mechanical traction ought to be authorized in the streets of large cities at all hours of the day. The report terminates with the draft of a bill to that effect, which the Government has accepted and engaged to bring in at the beginning of the next session. Meanwhile the Board of Trade permits the provisional application of steam power to tramroads by way of experiment. The employment of this agency, however, is subject to certain precautionary conditions, which will be embodied in the new law. Among these may be named the following: Passengers may be able to enter and leave the cars without coming in contact with the machinery, which, moreover, must emit no offensive odor. The engine must be constructed in such a way as to discharge neither smoke nor steam. Each car, moreover, must be manned by two employees, and furnished with brakes powerful enough to stop it short, with in a space measured by its own length, while it is moving at a rate of eight miles an hour. In the streets of cities that degree of speed cannot be exceeded, but in the country roads, may be increased by one-half. Finally, all engines used on tramways in the United Kingdom must submit to inspection twice a year, and even oftener, at the option of the Board of Trade.

Henry Meigs will have the line of the Cuzco Railroad finished as far as the ancient capital of the Incas by the end of the year. He is still continuing his three mile tunnel into the Cerro Pasco mines, situated on the side of one of the highest peaks of the Andes, and is pushing his railroad to the head of navigation on the Amazon, so that it is probable that in a short time Lima

will be within three weeks of Liverpool, instead of being from six weeks to two months.

Apparatus for Heating Water Tanks.

There are various purposes to which the apparatus represented here can be advantageously applied. The simplicity of its arrangement, in having few parts and connections, makes it desirable for both indoor and outdoor use. It will be seen from the engraving, of which Fig. 1 is an elevation, and Fig. 2 a vertical section, that it consists of a strong cylindrical vertical boiler, with fire-place, to which pipes conducting water from tanks can be attached. The tank and boiler being full of water when a fire is made, the hot water passes from the boiler through pipe F, and an equal quantity of water descends from the tank, through pipe R, to the bottom of the boiler. The circulation continues as long as the fire is kept up. Hot water is drawn through the pipe D. The boilers can be made of different sizes, varying from 12 inches in diameter at bottom, with a height of 2 feet 4 inches, and sockets 2½ inches, up to much larger sizes, but in all of them the connection pipes are easily fitted, and the tank may be placed as represented in the annexed drawings, or at the side. It will be readily seen that this simple device is adapted for

APPARATUS FOR HEATING WATER TANKS.

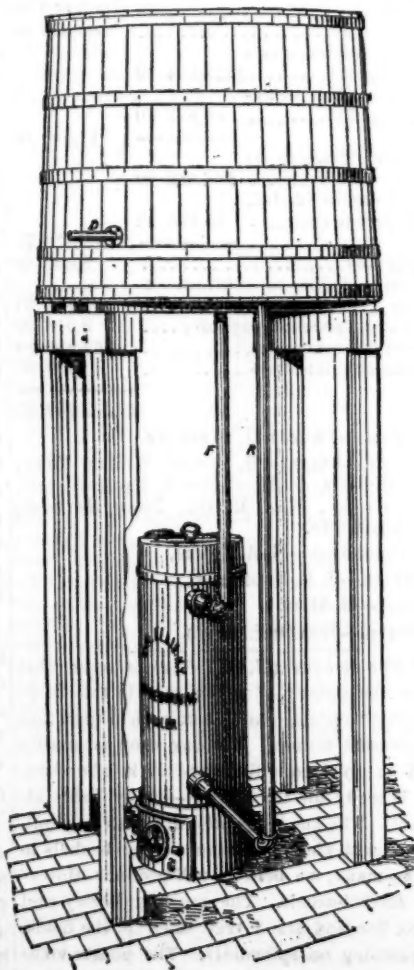


Fig. 1.

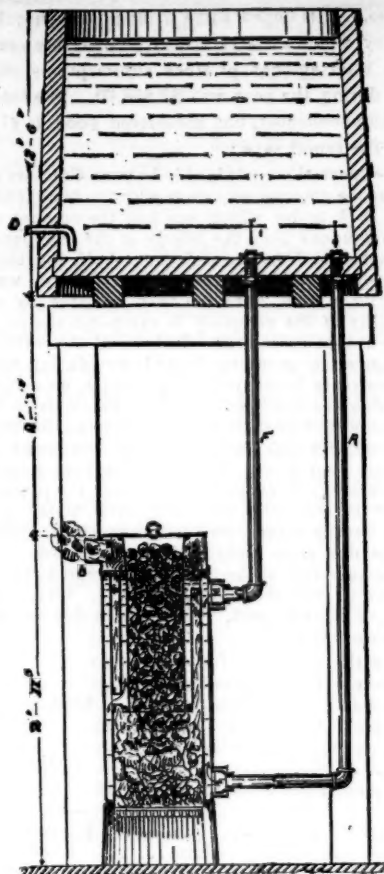


Fig. 2.

bathing establishments, bottling houses, stables, laundries, drying rooms, baptisteries, and residences—in the last it serves as an aid to the water back of the range, when an unusual quantity of water is required for bathing, washing, etc. It is also applicable for carving tables, heating glue pots, jacket kettles, and is highly serviceable for heating conservatories. Of course the room is warmed where it is placed, and by means of coils of pipes, other rooms can be warmed. Still further, it may be used under pressure, and all the benefit of steam heat obtained for confectioners (as exemplified in some of the confectioneries in this city), and similar uses, without the inconvenience attending the use of steam, since steam boilers are troublesome, unsteady and unreliable. These self-feeding boilers, the internal construction of which may be understood on reference to the engraving, Fig. 2, showing a vertical section, are easily managed, and only require firing three times in twenty-four hours. At a given pressure, the temperature of hot water is the same as that of steam.

This device is in operation at a great many places throughout the country. We may name the Newport House, West Point Academy, Government Home for the Insane at Washington, at which institution the tanks are 80 feet above the boiler.

But especial attention is called to the value of this apparatus in its application to heating water tanks at railway stations, so as to pre-

vent them freezing, and allowing the water to enter warm into the locomotive tenders. On this subject W. W. Evans, an honorary member of the Master Mechanics' Association, in a letter on railway matters to the secretary of that organization, says: "Heating water at stations by fires built expressly for that purpose, is a matter worthy of consideration in studying the economy of motive power, particularly in cold climates, during the winter season; at all stations, rooms for various purposes are required, which are heated by stoves in winter; these rooms might be under water reservoirs, with coils of pipe running through the water and around the fire in the stove, as Perkins builds his water heating apparatus in London; this water pipe is a continuous coil, with no ends or openings; it is filled with water, the same water circulating in it from one end of the year to another, taking up increments of heat in passing through the coil in the water. I have seen these pipes in Perkins' works, in London, under pressure of 2,000 pounds to the square inch; I have seen Perkins' men, in making portable ovens for the English army, take gas pipes 13 feet long, weld up one end, put three pints of water in it, and then weld up the other end, a series of these pipes forming an oven, the section being like that of a gas retort. It appears to me that heating water at stations might result in more economy than at first sight is evident. It must be recollected that the furnace of a locomotive is an expensive structure—that its life might be measured by the units of heat passed through it, and that every unit of heat that we can give to the water before it goes in the boiler is so much saved, and the distress to the furnace so much reduced. In examining the matter of hot water engines (engines to be run without fires) for the Central Underground Railway of this city, so as to get rid of carbonic acid gas in the tunnels, and provide good ventilation, I was astonished to find how heat could be stored in water and held subject to draft."

This subject has received much investigation and study from Charles R. Ellis, of 182 Centre street, in this city, who has spared no pains in endeavoring to furnish a safe, simple and useful device for the purposes alluded to, and we think he has succeeded in an admirable manner.

The Detroit Free Press says it is suggested that as the same parties who bought in the Detroit, Eel River and Illinois Railroad recently at the sheriff's sale at Logansport own the Detroit, Hillsdale and Southwestern Railroad, the two roads might be united under one management and again make a through line from Detroit to the West and South.

The Railway Equipment Trust Co. has declared a dividend of two per cent, and the Car Trust Co. of Pennsylvania a dividend of one and one-half per cent, payable by the Pennsylvania Company for Insurance on Lives August 1st.

Port Huron and Lake Michigan Railroad.

The United States Circuit Court for this District was engaged all day yesterday in hearing a motion to set aside the decree of foreclosure of the mortgage on the Port Huron and Lake Michigan Railroad, granted July 10, and for leave to file a supplemental bill of complaint, making the Chicago and Northeastern Railroad a party defendant, and for the removal of the Receiver, Wm. L. Bancroft. The party complainant in the foreclosure suit is the Union Trust Company of New York, which holds the bonded mortgage in trust for the bondholders.

The complainants in the supplemental bill, and who made the motion to set aside the decree, are Abram D. Clark, of San Francisco, and others, owners of \$150,000 of the bonds, who claim that there have been gross frauds perpetrated in the foreclosure of the mortgage to the detriment of the bondholders. They allege that the mortgage covers the entire road running from Port Huron to Lansing; that the road has been running from the first named place to Flint, and that the right of way had been secured from the latter place to Lansing, and some grading and other work done, making the company's property in the latter portion of the road worth a large sum of money, namely about \$300,000; that shortly after Mr. Bancroft's appointment as receiver he organized a new railroad company with a charter to construct a road from Lansing to Flint, called the Chicago and Northeastern Railroad Company, himself being principal stockholder; that this new corporation have taken possession of the road-bed of the Port Huron and Lake Michigan Road from Lansing to Flint, and have laid the iron, and are now running cars on the line, and have never paid the old company anything for it. They allege that but \$2,500 has been actually paid in on the capital stock of the new company, and that the road has been constructed at the expense of the old road, running from Flint to Port Huron. They also allege that a land grant of 36,000 acres has been disposed of so that the mortgage does not cover it; also that the attorney for the Union Trust Company, of New York, is also attorney for the Chicago and Northeastern Railroad Company. They asked that Mr. Bancroft be removed as Receiver; that the mortgage be decreed to be a first lien on the whole road from Port Huron to Lansing, including the property of the Chicago and Northeastern Railroad Company. Affidavits were filed in support of and in opposition to the motion, and arguments were made by Alfred Russell and A. E. Chadwick in support, and C. I. Walker S. F. Seager and G. V. N. Lothrop in opposition.

The court decided the motion at a late hour last evening. Judge Brown said that it was very clear to his mind that the allegations in the supplemental bill were refuted by the affidavits on the other side; that it was very easy to make sweeping allegations of fraud, but that they were unsupported by proof; that some of the acts as alleged in the bill were suspicious to say the least, but when they were not specifically denied by numerous affidavits on the other side they were satisfactorily explained. He therefore denied the motion. He said that he was about to leave the city to be absent for six weeks. The sale under the decree of foreclosure was to take place in three weeks. If he were going to remain in the city he would not postpone the sale. In order, however, to give the complainant in the supplemental bill an opportunity to adduce testimony to support the allegations of the bill, if possible, he ordered that the sale be postponed until the middle of September, but that the advertising might proceed, and that the complainants might examine the receiver and his books and vouchers before the master in chancery and that they might have process to compel the attendance of such other witnesses as they might wish to examine, the last order being made at the request of Mr. Bancroft, who stated through his counsel, C. I. Walker, that he was both ready and desirous to have a free, complete and searching examination made of all his acts as receiver of the road, Judge

Brown said also, that after having looked up authorities he was of the opinion that the mortgage did not cover the government grant of lands; that, as at present advised, he was of the opinion the title to the lands over which the Chicago and Northeastern Road runs never was in the Port Huron and Lake Michigan Road, but has been acquired by the Chicago and Northeastern Railroad Company from private individuals.—*Detroit Free Press*, July 18.

Our Railroad and Shipping Trade.

The *Journal of Commerce*, in reviewing Mr. Nimmo's recent report on the internal commerce of the United States, gives these interesting and surprising facts:

The estimated value of shipping (American and foreign) employed in our foreign trade is \$200,000,000, while that of the railroads of the United States is (or was) \$4,600,000,000. The value of the commodities embraced in our foreign commerce (for the year included in the report) is put by the same authority at about \$1,121,000,000, while the estimated value of commodities transported by rail in this country for the same period is \$18,000,000,000. In other words, the value of American railroads is (or was) about twenty three times greater than that of the shipping engaged in our foreign trade, and the value of our internal commerce on railroads is about sixteen times more than that of our foreign commerce.

Articles have been filed with the Secretary of State of California of association, amalgamation and consolidation of the San Francisco and North Pacific Railroad Company, the Sonoma and Marin Railroad Company, and the Fulton and Guerneville Railroad Company. The new association is to be called the "San Francisco and North Pacific Railroad Company." Capital, \$5,000,000, in shares of \$100 each. Directors—Peter Donahue, Edward Martin, Michael Reese, Thomas I. Bergin and Patrick E. Dougherty. The principal place of business will be in San Francisco.

The Central Pacific Railroad Company purposes adopting the American District Telegraph Company's system of message and alarm boxes for that portion of the road between Blue Canyon and Truckee. Boxes will be placed one mile apart, and the keys will be given to the track-walkers and watchmen, who, when they discover a fire, rock or other obstruction upon the track, etc., will hasten to the nearest box and make the fact known. The work of constructing the system will be commenced about the 1st of August.

The earnings of the Wabash Railway for the six months ending June 30, 1877, were \$1,985,763 23, the expenses \$1,542,946 84, and the net earnings \$442,816 39. For the six months ending June 30, 1876, the earnings were \$2,086,118 41, the expenses \$1,663,581 61, and the net earnings \$422,536 80—showing a decrease in earnings of \$100,355 18, with a decrease in expenses of \$120,634 77, making an increase in net earnings of \$20,279 59.

The North Pennsylvania Railroad Company has declared a dividend of three per cent, payable in scrip, bearing no interest, and convertible into the capital stock of the company when presented in sums of fifty dollars. The scrip so issued will be deliverable on the 25th of August, and convertible any time thereafter. The transfer books of the company close August 1, and the dividends will be credited to the stockholders as they may stand registered on that day.

Poisonous Sewer Gas in Buildings and Dwellings.

The residences of the wealthy are supposed to be fitted and furnished with all modern improvements, as they are termed, and yet it is quite a common complaint that obnoxious and poisonous gases issue from the kitchen sinks and other outlets for waste water, rendering the air unpleasant and what is worse very unhealthy for the residents. This frequently goes on in the night time when the inmates unconsciously breathe these poisonous vapors when asleep.

It is a startling but undeniable fact that the sewer trap at present used on main drains will not prevent the unhealthy and sickening poison of sewer drains from entering buildings. If therefore the dwellings of the banker and merchant are subject to this inconvenience, what must mechanics and laborers suffer in their close and densely inhabited tenement houses. Much of the sickness prevalent at this season of the year is attributable to this cause. Thousands of cases of typhoid and scarlet fever, diphtheria, spinal diseases, etc., have been traced to this undesirable source.

The engravings given here represent a sewer trap invented, patented, and constructed by Messrs. Stewart & Co., at the extensive Manhattan Pottery, Drain Pipe and Terra Cotta Works, foot of West Eighteenth and Nineteenth Streets, and warerooms at 269 Pearl Street, near Fulton, New York, which is well worthy the attention of all interested in sanitary science. Fig. 1 is an exterior view;

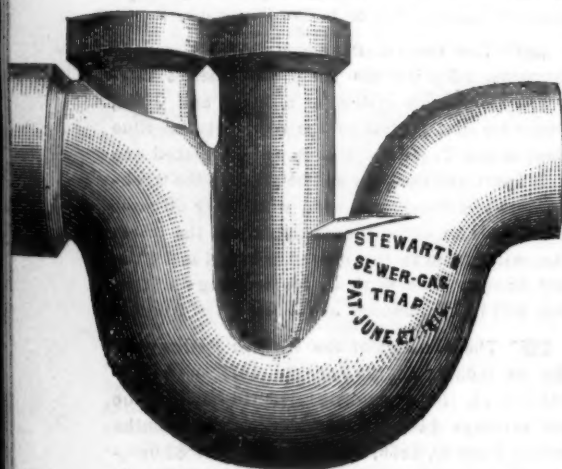


Fig. 1.—EXTERIOR VIEW OF SEWER GAS TRAP.

Fig. 2 is a longitudinal section, showing the interior. A is the main drain from the house; B, hand-hole, fitted with cover; C, outlet to the street sewer; D, vent to connect with independent pipe to the open air; E, ordinary level of water; F, level below which vent pipe commences to discharge the gas; G, lowest level necessary to the trap. The principal feature is the vent pipe, D, the mouth of which is under water, and only opens under a pressure of gas from the street sewer, the water level being restored just as soon as the pressure ceases. The most approved plan is to have an

independent pipe from the vent pipe, D, carried to the top of the building, and not connected with rain water leader, or any other pipe in or outside the building. The vent pipe, D, also prevents the process known as "syphoning," (by which water is sucked out of the trap,) by admitting air when the surface of the water is depressed below the level at F, thereby leaving sufficient water above the level at G to

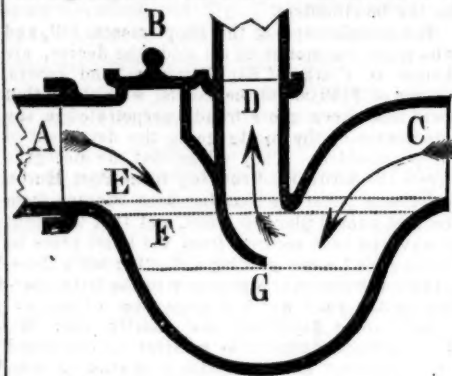


Fig. 2.—VERTICAL SECTION OF TRAP.

act as a barrier to the sewer gas. The advantages obtained by the use of this trap are: that it is automatic in action, and not liable to get out of order; that it is very effective in shutting out sewer gas under every condition; that it is durable, being made of the most imperishable material now known—glazed stoneware; that it is easily adapted, and can be readily substituted, for any trap now in use; that it is simple, being made in one piece; that it is cheap, costing a trifle in comparison to benefits conferred.

It might be supposed that this sewer trap would entail considerable expense, but the prices of the different sizes are exceedingly reasonable, the respective prices for 4, 5, 6, 8, 10 and 12 inches being two, three, four, seven, ten and twelve dollars. The Messrs. Stewart & Co. are the sole manufacturers, to whom application may be made for further information. The improvement is a valuable one, well worthy of the attention of all interested in sanitary science and reform. A working model at their works shows very clearly the construction and *modus operandi* of the trap. There are no intricacies about it, nothing whatever that can possibly break or get out of order, and its action is automatic and positive.

The contract for grading the Pittsburg and Lake Erie Railroad, from Pittsburg to Youngstown, a distance of 70 miles, has been allotted to B. J. McGrann, of Lancaster. The road will be 4 feet 8½ inches gauge, and for the first 30 miles runs nearly parallel with the Pittsburg, Fort Wayne and Chicago Railroad.

Four hundred tons of steel rail have been received at Petersburg, Va., to be laid on the western division of the Atlantic, Mississippi and Ohio railroad.

The New York and Manhattan Beach and the New York, Bay Ridge and Jamaica Railroad was formally opened on the 18th inst.

Sullivan County Railroad.

The directors of the Sullivan County Railroad Company, at a special meeting held in Concord, N. H., on the 6th inst., to consider the question as to the further continuance of the lease under which that road has been operated by the managers of the Vermont Central Company since 1866, voted unanimously to terminate the contract, fixing the first of August next as the date of termination. The road and appurtenances are substantially owned by the Northern Railroad Company, which purchased it under a mortgage sale in 1866, and leasing it immediately to Hon. J. Gregory Smith, President of the Vermont Central Railroad Corporation, for five years, at an annual rental of \$25,000, the lessee being obligated to keep the property in as good condition as it was at the time of the lease.

It was understood to be an important consideration with the lessors in fixing the amount of the annual rental that the Northern road would receive a favor (which it has never realized) in the management of the business between the Northern and Vermont Central companies as to the through business of the two connecting lines. The operations of the Sullivan road last year produced net earnings amounting to more than \$60,000, as appears in the last report of the Vermont Central company. The lease of the road, at the time of its expiration, was extended for another like term, and since the expiration of the second term in 1876 the arrangement has been continued by the tacit consent of the contracting parties.

This road was chartered in 1846. It extends from Windsor, Vt., to Bellows Falls, 26 miles. The first annual report of the directors in 1851 shows the total cost of the road and equipments to have been \$1,071,801, and that the debt to the amount of some \$600,000 had been funded in mortgage bonds, of which \$500,000 was to fall due in 1865. The road was at that time making much more than \$20,000 net earnings annually. The capital stock, \$500,000, had all been paid in prior to 1853, and the whole debt had been funded about 1855, amounting to \$750,000, much the largest portion of the bonds being held by the Northern Railroad Corporation.

The net earnings of the road gradually improved, being some more than \$31,000 in 1865, but still falling far short of enough to meet the interest on the funded debt. The road had been transferred to the custody of a trustee for the benefit of the bondholders as early as 1851, and in 1865 the creditors proceeded, under a special act of the Legislature, to sell the whole property on mortgages, which had been long overdue, without any interest paid, the whole debt then being about \$1,000,000.

The property was purchased for \$500,000 by parties representing the Northern Railroad Corporation, and a new organization was formed under the name of Sullivan County Railroad Corporation, by whom it was leased as already stated. The officers of the Sullivan County Railroad are all directors also in the Northern Company as follows: Onslow Stearns (President), John A. Burnham, George W. Nesmith, Uriel Crocker and Josiah Minot (Treasurer.)

The Governor of Texas has issued a proclamation warning persons not to purchase or negotiate State of Texas bonds or certificates described as "Bernard River," Nos. 17 to 446 inclusive, and "Caney River," Nos. 447 to 538 inclusive. It is discovered that fraud attaches to the issue of these bonds, and that the state will not be held responsible for them.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe :													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	285,000	225,793	204,447	2,486,582
1877.....	134,864	136,350	189,130	200,681	189,915	177,500	.....	.....	.....	.....	.....	.....	.....
Central Pacific :													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,503,000	1,279,000	16,970,018
1876.....	994,339	1,017,203	1,184,682	1,437,034	1,757,414	1,646,269	1,507,000	1,689,000	1,886,000	1,957,000	1,673,000	1,411,000	18,184,166
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	.....	.....	.....	.....	.....	.....	.....
Canada Southern :													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	126,552	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	124,838	109,567	1,681,348
1877.....	107,893	133,365	153,682	174,973	149,312	150,236	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton :													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	394,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	316,850	355,527	364,000	423,645	451,083	403,671	510,795	531,244	532,868	367,898	374,351	4,960,529
1877.....	338,807	333,459	346,308	338,095	321,256	363,522	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern :													
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,037	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul :													
1873.....	334,715	423,716	555,287	574,258	805,802	929,311	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,641	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,460	405,000	469,000	515,000	606,000	589,000	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind. :													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	377,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,595	367,601	333,298	282,631	234,343	3,676,458
Erie :													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,938	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,099	.....	.....	.....	.....
Hannibal & St. Joseph :													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,668	154,634	173,911	169,639	151,709	.....
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	178,401	158,812	.....
1877.....	122,800	136,160	162,000	194,573	162,719	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central :													
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,433	7,900,721
1875.....	591,031	491,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	466,498	460,839	.....	447,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n :													
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,176
Mo., Kan. & Texas :													
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	295,738	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi :													
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading :													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,002	1,071,407	1,142,241	1,190,695	1,322,647	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,657,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
1876.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n :													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	355,776	250,860	385,000	3,244,071
1875.....	250,790	291,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	383,604	429,765	497,650	3,802,942
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	253,500	288,300	374,000	440,600	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,000	281,108	304,000	304,300	.....	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n :													
1875.....	208,088	196,155	243,991	220,692	188,083	173,332	153,497	248,836	246,624	263,240	235,176	265,536	2,636,707
1876.....	246,536	282,879	271,230	234,002	237,354	228,720	216,916	255,688	290,601	328,508	282,511	261,177	3,137,279
1877.....	240,042</												

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	PAY-ABLE.	Market Price.
National Securities, July 1, 1977.											
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	111	Massachusetts—(\$29,465,304):	650,000	5	Jan. & July.	1894	111
Loan of February 8, 1861.....registered	13,815,000	6	Jan. & July.	1880	111	.. Lunatic Hospital Loan, 1874.....	400,000	5	"	1894	111
.. .. coupon	4,600,000	6	"	1880	112	.. Harbor Land Improvement bonds, 1874	220,000	5	May & Nov.	1880	107
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	107	.. Back Bay Land bonds, 1861 and 1862...	1,850,000	6	Jan. & July.	75-76	115
Loan of July 17, and Aug. 5, 1861.....registered	126,238,000	6	Jan. & July.	1881	111	.. Union Defense Loan, 1861.....	50,000	5	June and Dec.	77-78	109
.. .. coupon	63,083,350	6	"	1881	112	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	111
Loan of Feb. 25, 1862 (5-20s).....registered	53,777,400	6	May & Nov.	1882	111	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	"	1894	110
.. .. coupon	21,222,600	6	"	1882	112	.. War Fund Loan, 1869.....	999,944	5	"	1899	109
Loan of March 3, 1863.....registered	53,777,400	6	Jan. & July.	1881	111	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	88-94	109
.. .. coupon	21,222,600	6	"	1881	112	.. B. H. & Erie R. R. Loan.....	3,599,020	5	Jan. & July.	1900	109
Loan of March 3, 1864 (5-20s).....registered	1,386,700	6	May & Nov.	1884	111	Michigan—(\$1,664,000):	105,000	6	"	1878	103
Loan of June 30, 1864 (5-20s).....registered	18,801,200	6	"	1884	111	.. Renewal Loan bonds, 1858.....	1,032,000	6	"	78-83	101
Loan of March 3, 1865 (5-20s).....registered	69,568,550	6	May & Nov.	1885	107	.. Two Million Loan bonds, 1863.....	366,000	7	May & Nov.	1890	110
.. .. coupon	133,088,500	6	Jan. & July.	1885	107	.. War Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.	77-79	109
.. .. 2d series (5-20s).....registered	97,889,750	6	"	1885	109	.. State Buildings Loan, 1867 to 1869.....	230,000	7	"	78-83	109
.. .. coupon	212,732,000	6	Jan. & July.	1887	109	.. State Buildings Loan, 1873, coupon	2,275,000	7	"	1887	109
.. .. 3d series (5-20s).....registered	15,665,000	6	"	1888	111	.. Railroad Aid bonds, 1858, (repudiated).	439,000	6	"	81-91	100
.. .. coupon	21,803,500	6	Jan. & July.	1888	111	.. State Debt Proper, 1865 and 1868.....	2,727,000	6	"	1888	109
.. .. 4th series (5-20s).....registered	142,010,450	6	Mar. & Sept.	1904	112	.. Consolidation bonds, 1868.....	1,100,000	6	"	91-95	106
Loan of March 3, 1864, (10-40s).....registered	52,555,850	5	"	1904	112	.. Funding Bonds, 1874.....	15,868,000	6	"	78-87	100
.. .. coupon	219,135,650	5	F. M. A. & N.	1881	111	.. Railroad Aid bonds, 1853-66.....	505,000	6	"	92-94	103
Consols of July 14, '70 & Jan. 20, '71.....registered	289,304,700	4	"	1881	111	.. State Institution bonds, 1872 to 1874.....	160,000	10	Mar. & Sept.	1881	100
.. .. coupon	90,649,500	4	M. J. S. & D.	1891	109	Nevada—(\$160,000):	213,000	6	Jan. & July.	77-78	101
Funded Loan of 1891.....registered	49,350,500	4	"	1891	109	.. Bonds funding floating debt, 1871.....	600,000	6	Mar. & Sept.	84-89	108
.. .. coupon	16,648,800	4	"	1891	109	New Hampshire—(\$3,519,100):	500,000	6	Jan. & July.	79-80	103
Debt matured and without interest.....(var.)	14,000,000	3	"	Irred.	125	.. War Loan Bonds, of 1861.....	2,206,100	6	Jan. & July.	92-95	113
Navy Pension Fund of July 23, 1868.....(cur.)	64,623,512	3	Jan. & July.	95-99	125	.. War Loan Bonds, of 1864.....	1,000,900	6	"	76-84	108
Pacific R. R. Bonds (registered).....(currency)	359,828,231	mid.	"	"	"	.. War Loan Bonds, 1863.....	900,900	6	"	86-90	109
United States Notes.....(currency)	23,465,137	"	"	"	"	.. State bonds, 1873.....	593,400	6	"	97-02	109
Fractional Currency.....	"	"	"	"	"	.. Equalization (Municipal) bonds, 1872...	1,057,000	7	"	1877	101
State Securities, latest dates.											
Alabama—(\$21,670,810):											
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	85-92	40	.. War Loan (tax free) bonds, 1861.....	1,000,900	6	"	76-84	108
.. Bonds (new), 1866, '68, '72 and '73.....	2,212,700	8	Jan. & July.	86-93	40	.. War Loan (tax free) bonds, 1863.....	900,900	6	"	86-90	109
.. Bonds (new), 1874.....	341,000	7	"	1894	17	.. War Loan bonds, 1864.....	593,400	6	"	97-02	109
.. R. R. Loans (\$2,300,000) & endorsements.	15,051,000	8	"	90-91	17	New York—(\$29,776,787):	1,057,000	7	"	1877	101
Arkansas—(\$12,733,086):											
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	15	.. Bounty Loan bonds, coupon.....	14,855,000	7	"	1877	101
.. Levee bonds (warrants), 1871.....	1,460,000	7	"	1900	15	.. Bounty Loan bonds, registered.....	889,781	7	J. A. J. & O.	1878	106
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	15	.. State (Deficiency) Stock, '38, part at will	880,900	6	June & Dec.	1877	102
.. Bonds (for \$2,500,000), 1875.....	5,800,000	7	"	1895	15	.. Canal Stock (old).....	1,562,900	6	Jan. & July.	1887	100
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	5	.. Canal Stock, 1872.....	847,500	6	"	1883	115
California—(\$3,396,500):											
.. Civil (S. F.) bonds, 1867 and 1868.....	75,500	7	Jan. & July.	77-80	109	.. Canal Stock, 1873.....	4,302,800	6	"	1891	119
.. Relief Fund bonds, 1863.....	795,500	7	"	1883	109	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	119
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885	109	North Carolina—(\$25,419,045):	4,738,800	6	Jan. & July.	75-96	17
.. Funding Bonds, 1873.....	2,801,000	6	"	1893	109	.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	75-98	17
Connecticut—(\$6,014,000):											
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	109	.. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & July.	75-98	17
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	"	83-84	108	.. Railroad and Improvement (new) bonds	1,995,000	6	April & Oct.	75-98	17
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	109	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	9
.. War Loan bonds (20 yrs), tax free, 1865.	1,741,100	6	"	1885	109	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	84
Delaware—(\$1,231,000):											
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	109	.. Special Tax bonds.....	11,407,000	6	"	92-99	2
District of Columbia—(\$12,790,000):											
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	109	Ohio—(\$7,988,205):	11,863	6	Jan. & July.	1875	109
.. Improvement (cur.) bonds, 1873.....	790,000	7	"	1893	109	.. Loan (sinking fund), 1860.....	4,082,810	6	"	1881	108
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	79	.. Loan (sinking fund), 1866.....	2,400,000	6	"	1886	110
Florida—(\$6,431,767):											
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	109	Oregon—(\$246,027):	4,027	7	"	75-84	109
.. Consolidated (gold) bonds of 1873.....	509,200	7	"	1903	109	.. Bounty and Relief bonds.....	200,000	7	"	1890	109
.. Loan (J. P. & Mob. R.R.) gold bonds, 1870	4,000,000	8	"	1890	109	Pennsylvania—(\$24,568,636):	400,000	6	April & Oct.	1879	104
Georgia—(\$19,823,900):											
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	78-86	102	.. Inclined Plane Loan, of 1849.....	395,000	6	Jan. & July.	1882	101
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	107	.. Loan of April 1852, reg. and coup.....	3,518,500	6	Feb. & Aug.	77-78	102
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	108	.. Loans, May '52 & Apr. '52, reg. & coup.	87,000	4	"	1882	101
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	108	.. Loan.....	3,000,000	6	"	1877	161
.. Bonds (funding), 1873.....	1,200,000	8	"	75-80	109	.. Stock Loan of Feb. 2, 1867, 2d series...	9,995,800	6	"	1882	109
.. Bonds to Brunswick & Albany R.R., '70	1,500,000	7	June & Dec.	1890	109	.. Stock Loan of Feb. 2, 1867, 3d series...	500,000	6	April & Oct.	1876	109
.. Railroad aid bonds (endorsed), 1870 & '71	7,546,900	var	Various.	90-91	105	.. Agricultural College Land Scrip, 1872...	1,019,000	6	Mar. & Sept.	1882	107
Illinois—(\$1,689,045):											
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	109	.. War Loan bonds of 1862.....	1,619,000	6	Various.	95-94	109
.. Refunded Stock bonds, 1859.....	320,000	6	"	var.	100	.. War Loan bonds of 1863 and 1864.....	944,918	6	Jan. & July.	77-80	109
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	109	.. State House bonds, 1853 and 1854.....cur.	297,000	6	"	71-80	109
Indiana—(\$910,000):											
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	109	.. Blue Ridge R. R. bonds, 1854.....	807,000	6	"	82-89	45
Iowa—(\$543,000):											
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	109	.. Funding and Conversion bonds, 1868-69	261,000	6	J. A. J. & O.	1889	45
Kansas—(\$1,336,175):											
.. Funding &c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	83-84	109	.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1888	38
.. Bonds (various) 1866 to 1869.....	889,000	7	"	76-79	109	.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	38
.. Military loan bonds, 1864 to 1869.....	346,000	7	"	84-99	109	.. Consolidated bonds, 1873, reg. and coup.	1,391,084	var	Various.	var.	109
Louisiana—(\$21,099,100):											
.. Treasury Relief bonds, 1863.....	735,000	6	Jan. & July.	1893	45	.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	109
.. Levee bonds, 1866.....	1,000,000	8	Various.	1886	40	Tennessee—(\$47,185,617):	2,641,000	6	April & Oct.	30 yrs	431
.. Levee bonds, 1867.....	3,992,000	8	May & Nov.	1907	40	.. State Bonds (direct).....	28,530,000	6	Jan. & July.	30 yrs	431
.. Levee bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	40	.. Railroad, &c., Loan bonds.....	7,141,000	6	"	97-99	431
.. Funding (coupon) bonds, 1866.....	722,100	6	Jan. & July.	86-88	40	.. Funding bonds, 1866 and 1868.....	6,222,000	6	"	1914	431
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	40	.. Funding bonds, 1873, coupon and reg...	125,000	6	Jan. & July.	1877	109
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1869	45	.. State Bonds.....	75,000	6	"	1892	109
.. Mex. & Mex. Gulf Ship Canal bonds, '60	389,000	7.3	"	1869	45	.. Frontier Defense (gold) bonds.....	697,000	7	"	1910	109
.. Railroad Aid (various) bonds.....	2,335,000	6	Various	72-86	109	.. Revenue Deficiency (gold) bonds.....	500,000	7	"	1892	109
.. Railroad Loan (var.) bonds, 1869 to 1871.	4,750,000	6	Various	90-91	78	.. Funding (gold) Bonds.....	1,000,000	7	"	1904	109
.. Consolidated Funding bonds, 1874.....	961,554	7	Jan. & July.	1914	78	.. Funding (currency) Bonds.....	279,000	10	Mar. & Sept.	1876	109
Maryland—(\$11,066,019):											
.. Bonds to R. R. and Canals.....	5,604,129	6	J. A. J. & O.	1890	97	.. Funding (currency) Bonds.....	400,000	10	Jan. & July.	1884	109
.. Bonds to R. R. and Canals.....	889,836	6	"	1890	109	.. Pension (currency) Bonds.....	1,100,000	10	"	1894	109
.. Defense and Bounty bonds 1864 to 1868.	3,353,633	6	Jan. & July.	1883	112	Vermont—(\$312,500):	312,000	6	June & Dec.	75-90	100
.. State Loan bonds, 1870 and 1874.....	998,471	6	"	85-89	109	.. War Loan bonds, 1862.....	7,562,682	6	Jan. & July.	86-96	30
Massachusetts—(\$7,088,400):											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	1st Mortgage (old).....	275,000	7	Mar. and Sept.	Boston.	1884	85
2d Mortgage.....	2,673,000	8	"	"	1889	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	94
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	113
Alabama and Georgia:							Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Boston and Lowell:						
Albany Central:							Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	100
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	107
Albany and Susquehanna:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	107 1/2	Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	97	Boston and Maine:						
3d Mortgage.....	434,000	7	May & Nov.	"	1881	90	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'98-'94	111 1/2
Albany Loan.....	933,900	6	"	"	1896	....	Boston and New York Air Line:						
Alexandria and Fredericksburg:							1st mortgage.....	600,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	109 1/2
Allegheny Valley:							Brunswick and Albany:						
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1896	105 1/2	1st Mort. (gold) end. by G. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	98 1/2	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st M., E. Ext., guar. by Pa. R. R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	43	Buffalo, Bradford and Pittsburg:						
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
American Central:							Buffalo, Corry and Pittsburg:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	101 1/2	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Andrews:							Buffalo and Erie:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
Arkansas Central (narrow gauge):							Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Mort. bonds (" ")	2,850,000	7	Apr. and Oct.	"	1898	107 1/2
Ashtabula, Youngstown & Pitts.:							Buffalo and Jamestown:						
1st Mortgage.....	1,500,000	7*	April & Oct.	Pittsburgh.	1901	....	Mortgage.....	1,000,000	6*	.....	New York.	1902	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, New York and Erie:						
Atchison and Nebraska:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, New York & Phila.:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	94 1/2
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	85	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
Land Grant Mortgage (gold).....	3,369,000	7*	April & Oct.	Boston.	1900	78	Burlington, Cedar Rapids & Minn.:						
Land Grant (Wichita Br.) traf. guar.	412,000	7*	Jan. & July.	"	1902	....	1st Mortgage, stdg. skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	45
Pottawatomie Land Grant.....	479,000	7*	May & Nov.	N. Y. or Bos.	1879	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Consol. Second Mort. (gold).....	3,294,000	7*	April & Oct.	"	1903	45	Burlington and Missouri River:						
Land Income bonds.....	476,000	12	Jan. & July.	Boston.	....	101 1/2	Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	110
Atlanta and Richmond Air Line:							Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1906	50	Stock (common) Bonds.....	289,500	8	April & Oct.	N. Y. & Bos.	1879	106
Atlantic and Great Western:							Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	106 1/2
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Stock (common) Bonds.....	401,000	8	"	"	1889	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Burlington and Mo. Riv. in Neb.:						
3d Mortgage (gold) Income.....	28,783,679	7*	May & Nov.	"	1902	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	106 1/2
Atlantic and Gulf:							Bonds convertible until 1892....	600,000	8	"	Boston.	1893	96 1/2
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	88	Burlington and Southwestern:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Cairo and Fulton (Arkansas):						
Atlantic and Lake Erie:							1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1901	....
1st Mort. (gold) for \$5,000,000.	....	7*	Jan. & July.	New York.	1901	....	Cairo and St. Louis (3 ft. gauge):						
Atlantic, Miss. and Ohio (428 m.).							1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Cairo and Vincennes:						
2d Mort. to State (no int. till '80).	4,000,000	....	.....	"	....	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1902	....
Atlantic and Pacific:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	California Pacific:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	First Income bonds.....	1,000,000	10*	.....	"	....	....
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	"	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Camden and Amboy:						
Income Bonds (for funding).....	529,800	6*	"	"	1883	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103 1/2
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	103
Atlantic and St. Lawrence:							Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103 1/2
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	L. " " "	1878	....	Sterling Loan, S. F. (\$2,000,000).	1,286,080	6*	Feb. & Aug.	London.	1889	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	Camden and Atlantic:						
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	96
Bald Eagle Valley:							Camden and Burlington County:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
2d Mortgage.....	100,000	7	"	"	1884	....	Canada Southern:						
Baltimore and Ohio:							1st Mort. (skg fdg'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	47
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	101 1/2	Cape May and Millville:						
Loan of 1853-'55.....	1,710,000	6	April & Oct.	"	1885	106	2d Mort., guar. by W. Jersey R. R.	400,000	7	April & Oct.	Camden.	....	96
Loan of 1855-'90 (Balt.) skg fd....	3,253,026	6	Jan. & July.	"	1890	....	1st Mortgage.....	200,000	7*	Jan. & July.	.....	....	....
Loan of 1870-'95 (etc.) skg fund....	3,338,956	6*	March & Sept.	London.	1895	....	Carolina Central:						
Loan of 1872-1902 (etc.) S. F.....	9,193,852	6*	"	"	1902	....	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	....
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	2d Mortgage-Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Potomac:							Carthage and Burlington:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	101 1/2
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	Catawissa:						
Bangor and Piscataquis:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (new).....	1,800,000	7	"	"	1900	105
Bay City and East Saginaw:							Chattel Mortgage.....	209,850	6	May and Nov.	"	'92-'89	....
1st Mort., guar. by F. & P. M. Ry. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Cayuga Lake:						
Bedford and Bridgeport:							1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	....
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	Cazenovia and Canastota:						
Belfast and Moosehead Lake:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1900	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	Cedar Falls and Minnesota:						
Bellefonte and Snow Shoe:							1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1894	80
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	1st Mort. (W. to Minn. Line)...	1,544,000	7	Jan. & July.	"	1897	....
Bellefontaine and Indiana:													
1st Mort., ass'd by C. O. C. & I.	453,000	7	Jan. & July.	New York.	1899	....						
Belleville and Southern Illinois:													
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	85							
Beaumont and Madison (C. & N. W.)													
1st Mortgage (guaranteed).....	234,000	7	Jan. & July.	New York.	1888	....						
Belvidere Delaware:													
1st Mortgage (guar. by C. & )	....	6	June & Dec.	New York.	1877	....						
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Philadelphia.	1885	103							
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	99							
Bingham Canyon & Camp Floyd:													
1st Mortgage.....	240,000	6*	Jan. & July.	.....	1903	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	99	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	"	"	1900	....
2d Mortgage Governm't st. aid.	1,600,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. & N.W.	1,700,000	7	Jan. & July.	New York.	1898	106
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.)							1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Bran-h.)	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	65	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	114	1st Mort. (La Crosse Division).	6,000,000	7	Jan. & July.	New York.	1893	100
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	99
Loan of L. C. & N. W. Co. (am'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	16,000,000	7	"	New York.	1899	63	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	89
Central Ohio (B. and O.)							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	97	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	52
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	1899	80
1st Mort. 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	1895-96	108	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	118
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	164	2d Mort. (")	1,315,000	7.3	"	"	1898	100
State Aid B'ds. (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	104	1st Mort. (East. and Dak. Div.)	234,000	7	Jan. & July.	"	1902	83
2d Mort. (Governm't Subsidy)	27,885,680	6	"	U.S. Treasury.	1895-96	109	1st Mort. (Mil. and Western.)	224,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1889	160	2d Mortgage.....	675,000	7	April & Oct.	"	1884	91
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	1888	87	Equipment and Bridge Bonds....	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr. & Okla. & Ala.)	500,000	6	"	"	1890	....	Consol. Mort. for \$35,000,000...	5,710,000	7	Jan. & July.	"	1905	87
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	"	1900	90	Chicago and Northwestern:						
Land bonds (Con. Pac. Co.) gold	9,209,000	6	"	"	1890	93	Preferred sinking fund (193 m.).	1,238,700	7	Feb. & Aug.	New York.	1885	108
Central Vermont:							General 1st Mortgage (193 m.) ..	3,578,000	7	"	"	1885	107
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	9	Funded coupons (193 m.) ..	740,300	7	May & Nov.	"	1883	104
2d Mort. Consol. (")	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	100
1st Mort. (Stan. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	59	Green Bay Ext. (26m & 76,000 a.)	285,000	7	"	"	1885	101
Income and Extension Bonds....	1,008,000	8	May & Nov.	"	1902	40	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	107
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1889	39	Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	39	Mississippi River Bridge.....	186,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	36	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	....
Mississquoi R.R. (")	500,000	7	"	"	1891	....	Consol. skg fund (C. & N.W.R'y.)	4,277,000	7	F. M. A. & N.	"	1915	106
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds....	9,758,000	7	June & Dec.	"	1902	86
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Memominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded Interest on 1st Mort....	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	100
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$20,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl. Pekin & Southw'n (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skg. fund.....	5,000,000	7	Jan. & July.	New York.	1896	108
Cherry Valley, Sharon and Alb.:							Branch Bonds Sinking Fund....	1,000,000	6	Feb. & Aug.	"	1895	106
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	"	1917	104
Chesapeake and Ohio:							Chl. & Southw'n (C. B. & Q.)						
1st M. (gold) skg. fd. for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	22	1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	6,426,900	7	Jan. & July.	"	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
2d Mort. (") coupon.....	902,000	8	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	8	"	"	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	100,500	8	"	"	1877	....	1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chester and Savannah:							Cincinnati, Baltimore:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	1877-96	97	1st Mort. guar. by B. & O. & M. & C.	222,000	7	Jan. & July.	Baltimore.	1900	95
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	....
Chester and Tamaroa:							2d Mortgage of 1865.....	496,000	7	Jan. & July.	"	1885	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	Consol. B. F. M. for \$3,000,000..	996,000	7	April & Oct.	"	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage, pref. sinking fund.	25,000	7	May & Nov.	New York.	1877	107	1st Mort. guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	117	Cincinnati, Lafayette and Chi.						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	106	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 stg. each).	4,379,850	6	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	106	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mort. guar. by I. C. & L. & F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	"	1900	88	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	2,670,000	8	Jan. & July.	New York.	1883	115	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	"	1890	....	2d Mortgage " " "	65,000	7	"	"	1889	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	109	Cinc. Rich. & Ft. Wayne (G.R. & I.):						
Bonds of onds													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.	1,096,000	7	" "	" "	1892	104	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	" "	1900	110	1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds(ass'd by L.S.&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	104	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	108	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., s.f.(ass'd by L.S.&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	1st Mortgage.	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	840,000	7	April & Oct.	" "	1886	103	1st Mortgage (on Branches)	575,000	8	June & Dec.	" "	1897	....
Colebrookdale:							2d Mortgage	1,359,000	8	Feb. & Aug.	" "	1893	44 1/2
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	" "	1880	....
1st Mortgage.	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.'y)	2,500,000	7	May & Nov.	New York	1876	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	27	2d Mortgage (")	1,000,000	8	" "	" "	1876	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	" "	1909	5	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
Income convertible.	3,893,000	7	" "	" "	1890	....	2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	98-98	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (")	344,400	7	Jan. & July.	" "	" "	....	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	....
1st M., s.f. (")	39,650	7	May & Nov.	" "	1936	....	Bonds of Sept. 1, 1866.	110,000	7	March & Sept.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Bonds of June 30, 1866.	1,702,317	6 1/2	Jan. & July.	" "	1886	....
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	Detroit, Mon. & Tol. (L.S.H. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	209,500	7	Jan. & July.	" "	1883	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1906	109
2d Mortgage (Ind. Central)	696,500	7	" "	" "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort.(Tol., Logansport & Bur.)	584,500	7	Feb. & Aug.	" "	1884	....	1st Mort. guar. by C., B. and Q.	563,506	8	Jan. & July.	New York.	1889	101
Income (")	74,024	7	" "	" "	" "	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	106
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.	78,500	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage.	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1898.	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
New Mortgage for \$1,500,000.	1,350,000	7	April & Oct.	Boston.	1893	101	East Brandywine & Waynesboro:						
Coupon Notes.	129,000	7	June & Dec.	" "	1891	9 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" "	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.	495,900	7	March & Sept.	Philadelphia.	1888	104 1/2
1st Mortgage skg fund.	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89 1/2
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.	190,000	4	" "	" "	92-97	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
1st Mortgage tax free.	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	90-95	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	102 1/2	Company Bonds (" new)	135,400	6	" "	" "	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Cowanesque Valley:							Loan of 1867	" "	7	" "	" "	1887	....
1st Mortgage, gold.	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868.	" "	6	" "	" "	98-99	....
2d Mortgage.	100,000	7	May & Nov.	" "	1882	....	Loan of 1869.	" "	6	May & Nov.	" "	1889	....
Cumberland & Penn. (Consol. Coal.):							Ten year coupon notes.	" "	7	" "	" "	1892	....
1st Mortgage.	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.	" "	7	" "	" "	93-94	....
2d Mortgage, sinking fund.	648,000	6	May & Nov.	" "	1888	....	Sinking Fund Bonds.	" "	7	May & Nov.	" "	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876.	11,796,000	3 1/2	" "	Boston.	1906	10
2d Mortgage.	109,500	8	" "	" "	1908	....	Eastern Shore (Md.):						
Plain bonds.	81,800	6	" "	" "	1884	....	1st Mortgage.	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk.							2d Mortgage.	200,000	6	April & Oct.	" "	1886	....
Mortgage Bonds of 1869.	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.	200,000	7	" "	" "	1890	....	1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.	200,000	7	" "	" "	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	101 1/2
1st Mortgage.	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed.	570,000	6	April & Oct.	" "	2802	60
2d Mortgage.	300,000	7	" "	" "	1886	....	Erie Railway:						
Danv., Urb., Bloomington & Pekin:							1st Mortgage, extended.	2,483,000	7	May & Nov.	New York	1897	112 1/2
1st Mortgage.	2,000,000	7	April & Oct.	New York.	1909	....	2d Mortgage.	2,174,000	7	March & Sept.	" "	1879	106 1/2
Davenport and St. Paul:							3d Mortgage.	4,852,000	7	" "	" "	1883	106 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	4th Mortgage.	2,937,000	7	April & Oct.	" "	1880	103
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible.	708,500	7	June and Dec.	" "	1888	100 1/2
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage.	182,500	7	Jan. & July.	" "	1891	....
2d Mortgage, guar.	428,000	7	March & Sept.	" "	1884	....	Sterling loan (\$1,000,000) conv.	4,437,714	6 1/2	March & Sept.	London.	1875	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	June and Dec.	N.Y. & London.	1920	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	96-96	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.	10,000,000	7 1/2	J. A. J. and O.	London.	1908	....
1st Mortgage, registered.	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.	135,000	7	June & Dec.	" "	1879	....	1st Mortgage.	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.	252,445	6	" "	" "	1879	....	2d Mortgage.	92,500	7	April & Oct.	" "	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.	2,192,000	7	Jan. & July.	" "	1898	....
1st Mortgage (assumed).	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.	760,000	7	April & Oct.	" "	1890	....
2d Mortgage.	495,000	6 1/2	Jan. & July.	" "	1905	....	European & N. American (Mo.):						
Delaware and Bound Brook:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage.	500,000	8	March & Sept.	New York.	1901	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	" "	1899	....
Delaware (P. W. and Balt.):							New Mortgage						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107 1/2
Flushing, North Shore and Cent.:							2d Mortgage.....	367,500	7*	Feb. & Aug.	"	1895	106 1/2
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	63 1/2
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	..
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund...	4,598,000	5*	"	"	1903	..
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C., B. & Q.)	900,500	8	April & Oct.	Boston.	1890	109 1/2
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage, guaranteed.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fonda, Johnstone & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	1,700,000	7*	March & Sept.	New York.	1903	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mort. (Nor. Div.) \$22,000 p.m.	5,000,000	7*	April & Oct.	New York.	1909	22 1/2
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
Fort Wayne, Muncie & Cin.:							2d Mortgage.....	1,500,000	8	"	"	1890	2
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis and Madison:						
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
Frammingham and Lowell:							Indianapolis & Vincennes:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage.....	100,000	8	"	"	1883	89	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Frederick and Pennsylvania Line:							International and Gt. Northern:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	7 1/2
Fremont, Elkhorn & Mo. (S.C. & P.):							Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	7 1/2
Galena & Chic. Union (C. & N. W.):							Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	Indianapolis, Cin. and Lafayette:						
Galv., Harrisburg & San Antonio:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Galveston, Houston & Henderson:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	Equipment Bonds, registered...	376,000	10	"	"	1883	80 1/2
Geneva, Ithaca and Athens:							1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	1st Mort. (Cin. & Indiana)	490,000	7	June & Dec.	"	1892	....
Georgia (and Banking):							2d Mort. (")	1,497,000	7	Jan. & July.	"	'77-'82	....
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta	'75-'90	....	Indianapolis and St. Louis:						
Ullman, Clinton & Springfield:							1st Mortgage.....						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....						
Goshen and Deckertown (Erie):							2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	....
Grand Rapids & Indiana:							Ionia and Lansing (D. L. & L. M.):						
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand River Valley (Mich. C.):							Iowa Falls and Sioux City:						
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	83 1/2
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Midland (C. & N. W.):						
Grand Trunk (Can.):							1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94 1/2
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Ironton (Penn.):						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Postal & Military b'ds \$1,200,000	9,000,000	6*	Feb. & Aug.	"	Perp.	....	Ithaca and Athens (Penn.):						
1st Preference Bonds \$3,213,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	103 1/2
2d Preference Bonds \$2,327,508	11,639,040	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
3d Preference Bonds \$7,183,910	35,819,550	4*	"	"	"	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	90
Provincial Debenture \$3,111,500	15,557,500	....	"	Ottawa.	"	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
Great Western of Canada:							2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	51 1/2
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	'77-'78	....	Jacksonville, North West & S. East:						
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Debenture Bonds \$1,743,160...	8,715,800	5	Jan. & July.	"	Perp.	....	Jacksonville, Pensac. and Mobile:						
Great Western Railway of 1859:							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	106 1/2	2d Mortgage.....	3,000,000	8	"	"	1899	....
2d Mort., " " " "	2,500,000	7	May & Nov.	"	1893	62 1/2	James' & Frank. (L.S. & M. So.):						
Green Bay and Minnesota:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	..
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Greenville and Columbia:							Jefferson (Erie):						
1st Mortgage guar. by S. Car....	1,425,546	7	Jan. & July.	Columbia.	'81-'86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage not guaranteed....	370,736	7	"	"	'81-'86	....	2d Mort. (")	84,000	7	"	"	1889	....
Greenwich and Johnsonville:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	Jeffersonville, Madison & Indian:						
Gulf, Western Texas and Pacific:							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal and Naples (T. W. & W.):							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	Jersey City and Albany:						
2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	80	Joliet and Chicago (C. & Alton):						
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Hannibal and St. Joseph:							Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	105 1/2	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	105 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	88 1/2	Junction and Breakwater:						
1st Mort. (Q. & Palm R.R. 15 m.)	400,000	8	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	90	Kalamazoo, Allegan & Gr. Rapids:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
Harlem Extension:							Kalamazoo and Schoolcraft:						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	...	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	...
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	64	1st Mortgage for Cincinnati Br...	3,000,000	7	"	"	1897	...
1st M. (3d Div. 244.66m. & 3.0,0,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	...	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	...
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	...	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	...
1st Mort. (2,000,000 acres) gold...	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	...	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-78	...
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	...	1st Mort. (Louis., Cinc. and Lex.)	21,000	8	April & Oct.	"	1902	...
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	...	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	...
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	...	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	...	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	...
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1883	...
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	...	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-85	...
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	...
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	...	1st Mort. (Memp. & Clarkav. Br.)	2,339,710	6*	Feb. & Aug.	"	1902	...
3d Mortgage.....	237,000	7	June & Dec.	"	1885	...	Consol. M. for \$8,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	95
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	...
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	...	Louisville Loan (Lebanon Br.)	225,500	6	May & Nov.	"	1886	...
Funded Interest.....	254,300	8	"	"	1884	...	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	...
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	...	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	...
Laf., Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	...
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	...
Laf., Muncie & Bloom. (T.W. & W.)							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	...
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1905	...
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	...	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	...
2d Mortgage.....	690,000	7	Jan. & July.	"	1903	...	Equipment Mortgage.....	150,000	7	"	"	1879	...
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	...	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,143,000	7	April & Oct.	New York.	1879	...	Consolidated Mortgage.....	1,080,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Regist'd.....	6,680,000	7	J. A. J. & O.	"	1900	106	\$1,100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon.....	9,105,000	7	Jan. & July.	"	1900	97	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	...
2d Consol. Mort. for \$25,000,000	3,395,000	7	June & Dec.	"	1903	98	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	...
Bonds of 1882 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	...	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,000,000	7	"	"	1899	107	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	...
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	...	Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1895	...
3d Mort. (") " " "	1,000,000	7	April & Oct.	"	1892	...	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	...
1st Mort. (Mich. So. & Nor. Ind.)	5,258,000	7	May & Nov.	"	1885	...	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	...
2d Mort. (") " " "	2,682,306	7	"	"	1877	...	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	...
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1886	...	Mansfield & Framing. (B.C. & F.)						
2d Mort. (") " " "	819,000	7	April & Oct.	"	1886	...	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	...	Marietta and Cincinnati:						
Mort. Bonds (") " " "	300,000	7	March & Sept.	"	1886	...	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	...
Mort. Bonds (") " " "	2,850,000	7	April & Oct.	"	1898	...	1st Mortgage Dollar.....	2,460,000	7	"	Baltimore.	1891	83
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	...	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	32
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	...	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	11
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	...	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	...
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	...	1st Mort. (Scioto & Hoek. Val.)	300,000	7	May & Nov.	"	1888	...
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	...	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	var	...	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	...
2d M. (") " " "	600,000	7	June & Dec.	"	1894	...	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	59
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	...	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	...
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	...	...	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-03	...
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	...	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	...	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	...	2d Mortgage.....	150,000	6	June & Dec.	"	1889	...
Lawrence (P. Ft. W. & Chl.):							Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	...	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	...
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo.....	500,000	7	April & Oct.	New York.	1899	...	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Leaven., Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	...
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	...	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	...
1st Mort. (Southern Kan.) guar.	180,000	8	June & Dec.	"	1891	...	Tennessee State Loan.....	1,314,142	8	"	"	...	...
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	73-78	...
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	...	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	...
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1888	108	2d Mortgage.....	1,000,000	8	"	"	...	...
1st Mortgage (") reg.....	6,000,000	6	"	"	1898	109	Michigan Air Line (Mich. Cent.)						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	112	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	...
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	91	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1922	87	1st Mortgage, convertible.....	555,000	8	April & Oct.	Boston.	1882	...
Lewish, Centre & Spruce C. (P. & E.)							1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	113
1st Mortgage.....	1,548,000	7	May & Nov.	Philadelphia.	1902	...	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	86
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	...	Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1888	...
Little Miami:							Michigan Lake Shore:						
1st Mortgage.....	1												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack, & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	20,000pm	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$8,000,000.....	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chl.)	2,000,000	8	Feb. & Aug.	"	1896	....	New Orleans, Mobile and Texas:	7,250,000	8	"	"	1915	....
1st Mortgage.....	3,704,500	7*	May & Nov.	"	1912	1st Mort. (Mobile to N. Orleans)	2,825,000	8	"	"	"	1915
2d Mortgage.....							1st Mort. (N. Orleans to Texas)							
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.	"	1900	2d Mort. endorsed by Louisiana.							
Mississippi, Ouchita & Red Riv.							New York, Boston and Montreal:							
1st Mortgage gold.....	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:	1,254,000	8	Jan. & July.	"	'81-'93	....	New York & Canada (D. & H. C.):	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage.....	430,547						1st Mort. for \$200,000, guar.....							
Consolidated Mortgage.....							New York Central & Hudson R.	6,632,900	8	May & Nov.	New York.	1883	106	
Tennessee State Loan.....	800,000	7	Feb. & Aug.	New York.	1902	....	Debt Certificates (N. Y. Cent.)	74,505	6	May & Nov.	"	1883	....
Mississippi Valley and Western:							Bonds for B. & N. F. stg (")	592,000	6	"	"	1883	104	
1st Mortgage \$20,000 p. m.....	2,000,000	7*	June & Dec.	"	1910	....	Bonds for R. R. Stocks (")	162,000	6	"	"	1883	104
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	2,391,900	6	June & Dec.	"	1887	108	
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1884 renewed (")	1,794,000	7	"	"	1885	113
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (U. Pac. S. B.) skg fund	562,000	7	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	18,465,000	7	Jan. & July.	"	1903	118
1st Mort. (Febo & Neesho) S. F.	10,418,000	7*	Feb. & Aug.	"	1904	53	1st Mort., coup. } for \$30,000,000				"	1903	119	
Consol. Land Grant, skg fd gold	2,500,000	7*	"	"	1905	....	1st Mort., reg'd }	9,733,333	6*	"	London.	1903	....
Additional Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000						
Further Add. Consol. Mort.....							New York and Harlem:							
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	02	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	118
Mobile and Girard:							Consol. Mort. of 1872, reg.....				"	1900	118	
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	300,000	8	"	New York.	1889	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Plain bonds.....	53,500	8	"	Savannah.	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage.....	800,000	8	"	"	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	"	New York.	1903	....
Mobile and Ohio:							New York and New England:							
1st Mortgage Sterling.....	5,688,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
Interest bonds.....	1,524,300	8	"	Mobile.	'76-'83	....	1st mortgage, new.....	24,000	7	Jan. & July.	"	1905	....
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	New York and Oswego Midland:						
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Special Mort. (Gainesville Br.)	63,000	8	May & Nov.	Mobile.	1887	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage.....	1,453,868	8	March.	"	1877	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000...	977,580	7*	Jan. & July.	N.Y. & Lond.	1904	....	3d Mort., Equipment.....	3,800,000	7	"	"	....	
Convertible 3 per cent. bonds..			M. J. S. & D.	New York.	....	....	1st Mort., (West. Extension)...	2,425,000	7	"	"	....	
Montclair (N. Y. and O. Mid.):							Consolidated Mortgage.....	1,200,000	7	"	"	....	
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	New York, Providence & Boston:						
2d Mortgage.....	780,000	7	"	"	....	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Income Mortgage.....	888,400	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Montgomery and Erie (Erie):							General Mort. for \$1,000,000...	887,000	7	Jan. & July.	"	1899	....
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A.M. & O.):						
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	86
Montgomery and Eufaula:							2d Mortgage.....	157,000	7	"	"	1877	74	
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage.....	454,000	8	"	Norfolk.	1893	70
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	North Carolina:						
Monticello and Fort Jervis:							1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	North Eastern (S. Car.):						
Morris and Essex (D. L. & W.):							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	116	2d Mortgage.....	282,500	8	"	"	1899	....
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	107	North Missouri (St. L., K.C. & N.):							
Convertible bonds.....	354,000	7	Jan. & July.	"	1900	....	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	101
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	100	North Pennsylvania:							
Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	99	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108	
Special Mortgage.....	1,025,000	7	"	"	1913	58	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	111	
Consol. mort. for \$25,000,000 guar	3,250,000	7	June & Dec.	"	1913	58	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	103	
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N.S. & Cent):							
1st Mort. endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	'74-'83	....	1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Held by U. S. Gov.)...	1,000,000	4	"	"	'81-'91	....	Northern Central:						
New Mortgage.....	4,700,000	7	"	"	1913	54	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	103	
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	84	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	100	
2d Mortgage gold.....	205,000	6*	April & Oct.	Nashville.	1887	....	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	87
Nashua and Lowell:							Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	102	Consol. General Mort. S. F.....	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Newark & New York (C. of N.J.):							Second General Mort. coupon...	3,000,000	5	"	Baltimore.	1926	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Second General Mort. coupon...	1,000,000	6	"	"	1926	....
Newark, Somerset & Stratford:							Northern New Jersey (Erie):							
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
New Bedford:							Northern Pacific:							
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1891	98	1st Mort. on R.R. & lands gold..	30,097,600	7.3	Jan. & July.	New York.	1900	114	
New Issue for \$360,000.....	400,000	7	"	"	1894	105	Northwestern Virginia:							
New Haven and Derby:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100	
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	Northwestern Union (C. & N.W.):						
New H. Middle'n & Willman:							1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1915	....
1st Mortgage (coup. & reg.)...	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B.H. & E.):						
2d Mortgage.....	2,000,000	7	"	"	1881	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construction Bonds.....	240,000	7	"	"	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Nyack and Northern:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	'80-'82	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	
Holyoke and Westfield bonds														

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1898	85	Mortgage Loan, convertible....	25,000	6	Jan. & July.	Phila. & Bost.	1884	108 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	....
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	803,000	6	" "	" "	1900	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1898	97	Pickering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage (5-20 years).....	10,950,000	7*	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	89 1/2
Ossage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	77
1st Mortgage.....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	119
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	" "	1912	112 1/2
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville.....							2d Mortgage (Series I).....	800,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	800,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	800,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	102 1/2	2d Mortgage (Series L).....	800,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,550,000	7	Jan. & July.	" "	1891	90	2d Mortgage (Series M).....	800,000	7	April & Oct.	" "	1912	103 1/2
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construct'n bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	" "	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'lville)....	4,000,000	7	Jan. & July.	Baltimore.	1898	93
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg \$597,800.	2,899,330	7*	April & Oct.	London.	1897	....	1st Mort. (Furber Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kan. & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,500,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.V. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N. H.):						
Pemberton & Hights (U. C. of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	....	Portland and Oxford Central:						
Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	106 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....	29,250,000	6*	Jan. & July.	London.	1905	92 1/2	2d Mort. (Portland Loan).....	395,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	4,795,108	6	April & Oct.	Philadelphia.	1910	....	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd							1st Mortgage gold, skg fd.....	2,000,000	7*	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	49
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free.....	644,500	7*	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	105 1/2	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val. (C. R. I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.....	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mortgage, guaranteed.....	650,000	7	March & Sept.	New York.	1882	97
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1898	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	114
2d Mortgage.....	500,000	8	" "	" "	1902	....	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,785,500	7	May and Nov.	" "	1921	92
1st Mortgage (Md. Div. 91 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$8,000,000.	1,092,000	6*	.....	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	102 1/2	1st Mort. (Piedmont Branch).....	500,000	8	.....	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	94	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000.....	7,652,000	6*	" "	Phil. or Lond.	1920	....	Consolidated Mortgage.....	1,706,000	6	May and Nov.	New York.	1890	74
Philadelphia and Reading:							Rich. Frederickburg & Potomac:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	340,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,000	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	2,500	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	116	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	110	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	68	Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	68	South Pacific (Atl. and Pac.)						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	72
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	103	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	86
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	60
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	42
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,923,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	101	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,000,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1899	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St.P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,745,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (" do.) R.R. & Lands.	5,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sutbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar..	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS&MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tobo and Neasho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,800,000.....	516,000	7	"	"	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	42
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,800,000	7	June & Dec.	New York.	1894	86
Shamokin Valley & Pottsv. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1898	89
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. (").....	1,800,000	7	April & Oct.	"	1886	30
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....						

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	---	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	107 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	---	2d Mort. " " " " " "	300,000	6	" " "	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	" " "	1885	---	2d Mort. endor. by Wash. Co.....	300,000	6	" " "	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	" " "	1875	---	2d Mortgage preferred.....	600,000	6	" " "	"	1895	81
Convertible Bonds.....	648,000	7	" " "	" " "	1882	---	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	---
1st Mortgage, guaranteed.....	600,000	7	May and Nov.	New York.	1890	---	Western Pacific (Gen. Fac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1899	120 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	---	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	---	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	---
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	"	---	---
1st Mortgage gold, tax free.....	27,232,000	6 1/2	Jan. & July.	N. Y. & Bos.	'96-'99	105 1/2	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	6	Apr. and Oct.	" " "	1887	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	---
2d Mortgage (Gov. subsidy).....	27,235,512	6	Jan. & July.	U.S. Treasury.	'96-'99	---	West Jersey:						
3d Mortgage Sinking Fund.....	14,188,000	8 1/2	March & Sept.	New York.	1894	97 1/2	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	82
Omaha Bridge Bonds Sterling.....	2,279,000	8 1/2	Apr. and Oct.	London.	1896	---	1st Mortgage.....	1,000,000	6	" " "	"	1890	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	---
1st Mortgage gold, tax free.....	1,600,000	6 1/2	May and Nov.	New York.	1895	---	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	---	---
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	---	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	95	---
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	103
1st Mortgage gold, skg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1899	---	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. land gr., gold skg fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	---
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension).	640,000	7 1/2	" " "	"	1902	---
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103 1/2	White Water Valley:						
Sterling Loan £389,200 (U. Co's)	1,846,000	5 1/2	" " "	London.	1894	---	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	---
Sterling Loan £360,000 (")	1,800,000	6 1/2	" " "	"	1894	---	Wico Mico and Pocumoke:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	---	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	---
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	90	Williamston and Tarboro':						
3ond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	---	---	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	---
Sterling S.F. £262,000 (C. & A.M.)	1,310,000	6 1/2	Feb. and Aug.	London.	1880	---	Wilmington, Colum. & Augusta:						
Loan of 1883 Camden & Amb'y	1,700,000	6	" " "	Philadelphia.	1883	103 1/2	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	31
Loan of 1889 (" ")	866,000	6	June & Dec.	Princeton.	1889	103 1/2	Wilmington and Reading:						
Mort. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	108	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of '78 (N. J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	---	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	---	---	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	---
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	---	Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1886	---
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	100 1/2
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	---	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	7 1/2	J. A. J. & G. Phil. & Wilm.	1892	---	
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	---	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue).	575,000	7	" " "	"	1891	---	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	80
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	65
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	---	Extension mortgage bonds.....	4,875,000	7 1/2	June & Dec.	"	1906	---
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G., gold S. F. \$25,000pm	4,618,500	7 1/2	Jan. and July.	Boston.	1901	36
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	" " "	"	1879	104 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	---
Convertible bonds.....	150,000	7	" " "	"	1885	103 1/2	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	---
General (1st series (red)).....	717,500	7	Jan. and July.	Philadelphia.	1890	---	Plain Bonds.....	185,300	6	Various	"	'81-'87	---
2d series (blue).....	850,000	7	" " "	"	1890	---	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
3d series (black).....	138,000	7	" " "	"	1890	---	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	---	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	---	1st Mortgage sinking fund.....	1,903,750	6	Jan. and July.	Philadelphia.	1886	85
Vineland:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	---	Sterling Loan guaranteed.....	4,875,000	5 1/2	J. A. J. & O.	London.	1890	---
Virginia & Tennessee (A.M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	82 1/2
1st Mortgage.....	491,000	6	Jan. and July.	N. Y. & Lynch.	1873	---	Delaware Division (L. O. & N.):						
3d Mortgage.....	990,000	6	" " "	"	1884	81	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	90
5th Mortgage.....	900,000	8	March & Sept.	"	1890	80 1/2	Delaware and Hudson:						
Registered Certificates.....	116,000	8	Jan. and July.	"	1875	---	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	97
Funded Interest.....	210,000	8	" " "	"	1880	---	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	90
Walkkill Valley (Erie):							tered. 3d series, Jan. 1, 1871	5,000,000	7	" " "	"	1891	80
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	---	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	91 1/2
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	" " "	"	1894	---
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	---	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	106	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	94
Warren & Franklin (P. T. & B.):							Convertible Debentures.....	41,550	6	" " "	"	1882	90 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80 1/2	Convertible Loan, gold.....	771,000	6 1/2	March & Sept.	"	1894	92
Warwick Valley (Erie):							1st Mortgage, registered.....	5,351,963	6	J. A. J. & O.	"	1884	102
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	---	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	102 1/2
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold.....	4,658,500	6 1/2	June & Dec.	"	1897	87
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1893	---	Consolidated Mortgage.....	1,115,000	7	" " "	"	1901	80
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	---
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85 1/2	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	---
2d Mort. (" ")	350,000	7	" " "	"	1891	---	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	89	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	---
2d Mort. " " "	1,200,000	6	Jan. and July.	"	1875	73	McCrin (and Banking):						
3d Mort. " " "	600,000	8	May and Nov.	"	1873	60	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	90
4th Mort. " " "	700,000	8	March & Sept.	"	1880	33	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	102
Funded Coupons (do.)	722,664	---	" " "	"	---	---	Preferred Stock Dividend Scrip.	103,184	7	Jan. and July.	"	1887	---
1st Mort. (Lynchburg & Danville)	521,000	---	Apr. and Oct.	"	1896	---	Pennsylvania:						
Virginia State Loan.....	249,992	7	Jan. and July.	"	'92-'93	---	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	46
Washington and Ohio:							1st Mortgage (Wy. Val. Can.).....	600,000	6	" " "	"	1878	---
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	---	Schuylkill Navigation (Ph. & Rdg.)						
1st Mortgage for \$900,000.....	255,560	7 1/2	Apr. and Oct.	"	1901	35	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	54
Westchester and Philadelphia:							2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	---
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	110	Improvement bonds.....	260,000	6	May and Nov.	"	1890	---
Western North Carolina:							Boat and Car Loan.....	765,650	6	" " "	"	1913	---
1st Mortgage.....	855,000	8	Jan. and July.	"	1890	---	Boat and Car Loan.....	621,600	7	" " "	"	1915	53
Western of Alabama:							Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1896	87
1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	---	Susquehanna and Tide Water:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	" " "	"	1881	---	2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	---
2d Mortgage (consols guar.).....	1,158,000	8	" " "	"	1900	---	3d Mortgage (Susqueh. Canal)	1,311,000	6	" " "	"	1878	65
3d Mortgage.....	602,900	8	Various	"	Var.	---	Pref. Int. B'ds (")	324,810	6	" " "	"	1894	---
Western Union Telegraph:							Union:						
1st Mortgage.....	9,200	7	May and Nov.	New York.	1875	---	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1888	---
Real Estate Bonds, Sinking Fund.	1,498,000	7 1/2	" " "	"	1902	---	West Branch & Susque. (Penn.):						
Bonds (S. F.) Conv. till May '98	3,988,000	7	" " "	"	1900	102	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1911	---
Sterling Bonds, Sinking Fund.....	1,101,180	6 1/2	March & Sept.	London	1900	---	2d Mortgage.....	298,000	6	" " "	"	1893	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c.

59 asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Dec. 31, 1875	585.0	332.0	117.6	301,225	40,850	Central Pacific ¹	5,409,162	1,759,338	54,275,600	85,245,680	2,878,164	10,307,903	1,213.0	6,676,080	4,702,344	1,384,130	17,021,016	9,603,071	10	100
June 30, 1876	574.1	317.0	43.0	170	51	Central Br. of Union Pacific ²	8,500,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Charlotte, (Pa.) & Augusta, (N. C.) & S. C.	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Oct. 31, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716	100	100
Sept. 30, 1876	575.0	318.0	43.0	20	17	Cherry V. & S. (Pa.) & H. C. (N. Y.)	5,000,000	1,895,067	5,000,000	7,878,300	305,953	616,801	100.0	2,409,427	906,742	1,380,977	8,949,447	722,716		

“+/-/occurring in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “nil,” and running dots (....) signify “not ascertained.”

[illegible]

Dec. 31, 1876	425,150	111,093	L. S. & Mich. S. N. Y. P. O. Mich., Ind. & Ill.	70,435,603	4,378,709	4,907,638	1,664,637	50,000,000	37,524,000	1,638,719	2,288,768	11,763	11,775,463	1,119,925	5,635,187	13,940,177	4,101,466	21,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
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RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Market quotations are given in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" a dash (—) across the column signifies "nil" and running date (....) signifies "not ascertained".
Land Grant Railroads are printed in "Italic". State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Property and Assets.				Liabilities.				Operations.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Rolling Stock.				Accounts and Cash.				Stocks.				Bonds.				Accounts.				Surplus Income.				Railroad Operated.				Trains Moved.				Passenger.				Freight.				Gross.				Net.				Dividends.				Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Main Line.				Branch Line.				2d Track and Sidings.				Railroad in progress.				Engines.				Pass.				R. M. E.				Freight.				Freight.				Passenger.				Trains Moved.				Railroad Operated.				Trains Moved.				Passenger.				Freight.				Gross.				Net.				Dividends.				Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Sept. 3, 1875	140.5	16.8	39	19	10	503	Richmond and Danville	5,861,611	160,442	160,442	3,522,656	729,757	45,979	224.6	670,412	136,678	221,017	923,065	832,448	100
Sept. 10, 1875	140.5	2.7	42	42	10	79	Richmond and Petersburg	1,008,654	1,008,654	1,008,654	215,788	215,788	23.2	87.0	185,841	185,841	46,572	164,93	78,251	100
Sept. 17, 1875	140.5	5.0	14	24	15	41	Richmond and Chesapeake	1,922,225	1,922,225	1,922,225	204,222	204,222	87.0	87.0	185,841	185,841	46,572	382,298	78,251	100
Sept. 24, 1875	140.5	2.0	3	3	2	4	Richmond and Chesapeake	1,257,640	1,257,640	1,257,640	204,222	204,222	87.0	87.0	185,841	185,841	46,572	69,108	14,211	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
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Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
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Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
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Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371	199	100
Sept. 30, 1875	140.5	1.9	38.0	38	2	6	Richmond and State Line	2,248,546	2,248,546	2,248,546	104,331	104,331	24.1	24.1	1,360	2,660	66	1,371		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "Not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Years ending.	Railroad.			Rolling Stock.		Companies.			Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.		Cars.		Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.		Passen-gers.	Freight.	Gross.	Net.	Dividends.	Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
					M.	M.	M.	M.																			M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

Philadelphia Stock Exchange.
Closing Prices for the week ending July 2

W. 18 Th 19 F 20 Sat 21 M 22

W. 18. Th. 19. F. 20. Sat. 21. M. 22.

	W. 18.	Th. 19.	F. 20.	Sat. 21.	M. 22.	Tu. 23.
Allegheny Val. 7 3-10s.						
7s, income.					47	
Camden & Am. 6s, 1885.						
6s, 1889.						
Mort. 6s, 1889.	108					
Camden and Atlantic.						
Preferred.						
1st mortgage.						
2d mortgage.						
Catawissa 5.						
Preferred.						
New preferred.						
7s, new.	105					
Del. & Bound Brook.						
7s.						
Elmira & Williamsport.						
Preferred.						
7s.						
Hunt. & B. Top Mt.						
Preferred.						
2d mortgage.						
Lehigh Navigation 18.	18	18	18		17	
6s, 1884.						
Gold Loan.	87	87				
Railroad Loan.	102					
Conv. Gold Loan.	102					
Lehigh Valley 35.	35	35	35		32	
6s, new, coupon.						
6s, new, registered.	109					
7s.		112				
Consol. mort. 6s.					112	
Little Schuylkill.						91
Minehill & Ech. Haven.				43		
North Pennsylvania 40.						
1st mortgage 6s.						
2d mortgage 7s.						
Gen'l mort. 7s, coup.						
Gen'l Mort. 7s, reg.						
Northern Central.						
ennsylvania R. R. 32.	32	31	31		27	
1st mortgage.	103					
Gen'l mortgage.	106		106			
Gen'l mort. reg.						100
Consol. mort. 5s, reg.	92					
Penn. & N. Y. Canal 7s.						
Penn. State 6s, 2d series.						
do. 3d series.	110					
do. 5s, new.	109	109	110		110	
Philadelphia City, 6s.	107	107				
6s, new.	112	112	112		111	
Phila. and Reading.	12	12	12	12		11
Debenture bonds.						
7s, of 1893.						
7s, new convertible.			43			
Gen'l mortgage 7s.						95
Gen'l mortgage, reg.						
Philadelphia and Krie.						
1st mortgage, 6s.						
2d mortgage, 7s.	94					
Pittsb., Cin. & St. L. 7s.			7			
Pittsb., Titusv. & Buff. 7.	7	7	7			7
7s.	55	57	58	58		
Schuylkill Navigation.						
Preferred.	6					
6s, 1872.						
6s, 1882.		54				
6s, 1895.						
United Co. of N. Jersey 120.	131	131	131			
Hestonville, (Horse).	11	11	11			
Chestnut & Wal. (do.).						
Germantown (do.).						
Green and Conter (do.).						
Lombard & 8th. (do.).						
2d and 3d streets (do.).						
Spruce and Pine (do.).						
13th and 15th sts. (do.).						

Baltimore Stock Exchange.

Closing Prices for the week ending July 24

W.18.Th.19.F.20.Sat.21.M.23.Tu.24

	W. 18	19	20	21	22	23	24
Baltimore and Ohio ... 6s, 1880.....	91	91	90	90	90	90	101
6s, 1888.....	106						
Central Ohio							
1st mortgage.....	97	97					
Marietta & Cincinnati							
1st mortgage, 7s.....							
2d mortgage, 7s.....	32		32				
3d mortgage, 8s.....	11						11
Northern Central							
2d mortgage, 6s 1885.....							
3d mortgage, 6s, 1900.....							
6s, 1900, Gold.....	87						
Orange and Alex. 1st.....							
2d mortgage, 6s.....							
3d mortgage, 8s.....							
4th mortgage, 8s.....							
O., Alex. & Manassas 7s.....							63
Pittsb. & Connellev. 7s.....	94		93				
Virginia 6s, Conso.....	95	94	93	93	93		
Conso. Coupons.....	80	80	80				
Deferred Certificates.....	5	5					
Western Maryland.....							
1st M., end. by Balt.....							
2d M., do.....							
3d M., do.....							
1st M., unendorsed.....							
2d M., end. Wash. Co.....							
2d Mort., preferred.....							
City Passenger R. R.....	38						

New York Stock Exchange.

Closing Prices for the week ending July 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.

Adams Express.....	97	97	96	98
Albany and Susq.....				
1st mortgage.....				
2d mortgage.....				
American Express.....	46		45	
Am. Dock and Imp. 7s.....				
Atlantic & Pacific Tel.....		20	20	
Bost., Hart, & Erie 1st.....			94	
Burl., O. R. & Minn. 1st.....				
Central of N. Jersey.....	104	104	104	104
1st mortgage, new.....	114	114		
7s, consolidated.....	63	63	64	63
7s, convertible.....	61	62	64	
Central Pacific 6s, gold 1881	107	108	107	107
1st M. (San Joaquin) 90				
1st M. (Cal. and Or.).....	58	58	57	57
Land grant 6s.....	86	84	83	82
Chicago and Alton.....				
Preferred.....			101	
1st mortgage.....				
Sinking Fund.....				
Income bonds.....				
Chic., Burl. & Quincy 90	99	99	97	97
7s, 1893.....	86	100	103	108
8s, 1883.....				
Chic. & Milwaukee 1st.....				
Chic., Mil. and St. Paul 23	23	23	21	20
Preferred.....	59	59	59	56
1st mortgage, 8s.....	118			
2d mortgage, 7 3/4-10s.....				
7s, gold.....	92			
1st M. (La Crosse div.).....				
1st M. (I. and M. div.) 86	89			
1st M. (I. and D. div.).....				
1st M. (H. & D. div.).....				
Consolidated S. F. 90	87	87		
Chic. & Northwestern 22	22	22	20	19
Preferred.....	51	51	47	46
1st mortgage.....	108	107	107	
Sinking Fund.....				
Consolidated 7s.....	107	107	106	
Consol. Gold bonds.....	87	87	86	85
Do. reg.....				
Chic., Rock Isl. & Pac. 95	95	95	93	91
7s, 1896.....	109	109	109	108
6s, S. F.....	104	104	104	104
6s, 1877.....	104	104	104	104
Clev., Col., C. and Ind.....		26		27
1st mortgage.....	110			
Clev. & Pittsburg guar.....	81	80	75	76
7s, Consolidated.....	110		109	110
4th mortgage.....			104	
Clev., P. and Ash. 7s.....			104	
7s, new.....				
Col., Chi., & Ind. Cent. 2	24	24	21	
1st mortgage.....	26			
2d mortgage.....				
Del. & Hudson Canal 35	36	36	35	34
Reg. 7s, 1891.....			89	
Reg. 7s, 1884.....				
7s, 1894.....	91			
Del., Lack. & Western 39	39	40	39	38
2d mortgage 7s.....				
7s, Convertible.....				
Det., Mon. & Tol. 1st.....	109			
Det. of Columbia 3-6s.....	79	79	79	79
Erie Railway.....	8	8	7	7
Preferred.....				
1st mortgage.....	113			
2d mortgage.....	106	106		
3d mortgage.....				
4th mortgage.....				
5th mortgage.....				
Great Western 1st mort.....	94			
2d mortgage.....				
Hannibal & St. Joseph 12	12	11	11	12
Preferred.....	29	29	28	23
8s, Convertible.....	91	90	89	88
Hudson River 2d mort.....				
Illinois Central.....	57	58	55	56
Kansas Pacific 1st mort.....				
Lake Shore & Mich. So. 50	50	49	48	47
Consol. 7s.....				
Consol. 7s, reg.....	107			
2d Consolidated.....	93			
Lake Shore Div. bonds.....			107	
Leh. & W.B. 7s, Con.....	25			
Long Dock bonds.....			110	
L'ville & Nash. 7s Cons.....			95	
Michigan Central.....	42	43	41	41
7s, 1902.....	103	103		102
8s, 1882.....				
M. S. and N. I. 1st, S.F. 111			102	
2d mortgage.....				
Morris and Essex.....	57	68	68	67
1st mortgage.....			116	
2d mortgage.....	107		107	107
7s of 1871.....			99	
7s, Convertible.....				
7s, Consolidated.....				
N. Y. Cent. & Hud. Riv 94	94	93	91	89
6s, Sinking fund, 1876.....				
6s, Sinking fund, 1883.....			104	
6s, Sinking fund, 1887.....			104	
1st mortgage.....				
1st mortgage, reg.....	118			
N. York and Harlem 189	189		138	137
Preferred.....				
1st mortgage.....				
1st mortgage, reg.....				

New York Stock Exchange.

Closing Prices for the week ending July 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.

New Jersey.....	182			
N. Y., N. Haven & Hart 184	150	150	149	150
North Missouri 1st M. 101	102	102	101	101
Ohio and Mississippi.....		2	2	3
Preferred.....				5
2d mortgage.....				
Consolidated 7s.....		88		
Consol. Sinking fund.....			86	
Pacific Mail S. S. Co. 20	20	19	19	19
Pacific R. R. of Mo.....				
1st mortgage.....	103	103	102	
2d mortgage.....				
Panama.....	99	100	100	
Pitts., Ft. W. & Chi. 50	90	89	85	85
1st mortgage.....	112	112		
2d mortgage.....	103			
3d mortgage.....				
Quicksilver Mining Co.....			13	
Preferred.....	23			22
St. L., Alton and T. H.....		3		
Preferred.....	15		15	
1st mortgage.....				
2d mort. preferred.....	88			
Income bonds.....				
St. L., Iron Mt. & S'thn.....			9	
1st mortgage.....				
2d mortgage.....				
St. L., Jack. & Chi. 1st.....				
St. L., Kan. City & N.....				
Preferred.....	23		20	
Tol. P. & W. 1st E.D.....				
1st mort., West. Div.....				
Tol., Wab. & Western.....				
Preferred.....				
1st mortgage.....				
2d mortgage.....				
7s, Consolidated.....			36	
St. Louis Division.....	76	75	75	75
Union Pacific.....	65		64	
1st mortgage.....	106	106	105	105
Land Grant 7s.....	103	103	103	103
Sinking Fund 8s.....	97	98	97	97
United States Express 41	41			
Wells-Fargo Express.....	81	82		
Western Pacific bonds.....	100			81
Western Union Tel.....	61	61	61	61
7s, S. F. conv., 1900.....	102	102		

Boston Stock Exchange.

Closing Prices for the week ending July 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.

Atch., Top. and San. Fe.....				
1st mortgage.....	86	86		85
2d mortgage.....	45		45	
Land Grant 7s.....				
Income 12s.....	101	101		
Boston and Albany.....	114	114	113	112
7s, reg.....				
6s, 1895.....			107	
Boston and Lowell.....			62	
7s.....				
Boston and Maine.....	89	89	88	87
Boston and Providence 120				119
Boston, Hart. & Erie 7s 9			9	9
Boston Water Power.....	2	3	3	2
Burl. & Mo. R. L. G. 7s.....				
Burl. & Mo. R. in Neb.....			33	
8s, old.....				
8s, new.....				
Chi., Burl. and Quincy 99	99	99	97	97
7s.....	103	103	103	103
5s, new.....				
Cin., Sand. and Clev.....	2			
Concord (\$50).....				
Connecticut River.....				
Eastern.....				
Scrip.....				
New 3/4 Bonds.....			51	50
Fitchburg.....	104			
Ind., Cin. & Lafayette.....				
Kan. C. Top. & West.....				
1st mortgage.....				
Michigan Central.....	42	43	42	
Nashua and Lowell.....				61
Northern, N. H.....				
Norwich & Worcester.....				119
Ogden & Lake Cham.....				
Preferred.....	81			83
Old Colony.....	86	86	84	84
7s.....				
Ph. Wil. & Balt. (\$50) 61		61	60	59
Portl'd, Saco & Ports.....				
Pueblo & Ark. Val.....				
7s.....	77	77		
Pullman Palace Car.....	73			73
Union Pacific.....			65	
6s.....	105	105		
Land Grant 7s.....	101			
Sinking Fund 8s.....		94	94	94
Vermont and Canada.....				
Vermont and Mass.....	106	106		
Worcester and Nashua.....				
Cambridge (Horse).....				
Metropolitan (").....				
Middlesex (").....				
Central Mining Co.....			109	108
Calumet and Hecla.....	175			
Copper Falls.....				
Franklin.....				
Quincy.....			33	

New York Stock Exchange.

Closing Prices for the week ending July 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.

FEDERAL STOCKS:-				
U. S. 4s, 1907, reg.....	106	106	106	106
U. S. 4s, 1907, coup.....				
U. S. 4s, 1891, reg.....	108	108	108	108
U. S. 4s, 1891, coup.....	108	108		
U. S. 5s, 10-40s, reg.....	112	112	112	
U. S. 5s, 10-40s, coup.....	112	112		
U. S. 5s, 1881, reg.....	110	109	110	108
U. S. 5s, 1881, coup.....	111	111	111	111
U. S. 5s, 1881, reg.....	111	111	111	111
U. S. 5s, 1881, coup.....	112	112		
U. S. 5s, 5-20s, r. n. 1885 106			106	106
U. S. 5s, 5-20s, c. n. 1885 106	106	106	108	107
U. S. 5s, 5-20s, reg. 1867 108	108	109	109	109
U. S. 5s, 5-20s, c. 1867-108	109	109		
U. S. 5s, 5-20s, reg. 1868.....				
U. S. 5s, 5-20s, c. 1868.....	112	111		
U. S. 6s, Pac. R.R. issue 125	125	125	125	125

London Stock Exchange.

Closing Prices.

		July 18.	July 6.
Atlantic & Gt. W. 1st mort., \$1,000..		20	19
Do. 2d mort., \$1,000.....		7	9
Do. 3d mort., \$1,000.....		3	4
Do. 1st mort. trust. certificates.....		20	22
Central Pacific of California 1st mort 104		106	103
Detroit & Milwaukee 1st mort. bonds 30		40	30
Do. 2d do. 30		40	40
Erie shares, \$100.....		7	6
Do. Reconstruction Assoc. \$6 pd. 11		15	13
Do. do. \$4 pd. 10		11	10
Do. Preference Shares.....		16	13
Do. 7 Convertible Gold Bonds.....		35	37
Do. Reconstruction Trusts Cer.....		35	37
Do. 1st Consol. Mort. Sterling.....		74	76
Do. with Rec. T's Certs. of 6 Cou.....		71	78
Illinois Central \$100 shares.....		55	57
Lehigh Valley Consol. mortgage.....		85	87
Marietta and Cincinnati Railway.....		100	102
N. Y. Cent. & Hud. Riv. Mt. bonds 114		115	114
Do. 1st mortgage.....		92	94
Pennsylvania, \$50 shares.....		304	311
Do. 1st mortgage.....		99	101
Philadelphia and Reading \$50 sha.....		12	13
Pittsbg. Ft. W. & Chic. Equip. bds. 100		102	99
Union Pacific Land Grant 1st mort. 100		102	100

American Railroad Journal.

Saturday, July 26, 1877.

Financial and Commercial Affairs.

Business in the financial and commercial lines has been very seriously disturbed and embarrassed by the extraordinary railroad troubles, the exciting reports of which have crowded the columns of the daily newspapers throughout the week. The detention of freight trains, and the derangement of the domestic exchanges have been severely felt by the produce merchants. Money has been in more active demand at advanced figures, due in part to the shifting of loans. Call loans have been quoted here at 2@4, with most of the important negotiations reported on the basis of 3@3 1/2 per cent; and very choice to prime mercantile credits are rated at 4@6, mainly 4@5 per cent per annum. Some further important amounts were reported as placed in the Street at 4 per cent, for specified periods, for Stock Exchange purposes. The City banks, last week, reported a further general decrease in their specie reserves, as well as in their legal tender hoard, and the item of circulation, as also in that of loans and discounts, and the deposit average. The loan and discount average shows a reduction of \$1,520,500. The item of circulation of \$122,000, and of deposits \$6,274,700. The legal tender reserve was diminished \$1,309,500; and the specie average fell off \$3,908,000.

The City banks reported their average of gold last week at \$14,979,800, as against \$20,681,400 same date last year; and their greenback average at \$57,499,700, as against \$57,198,200 on July 22, 1876. Their deposits stood at \$222,813,000,

against \$224,705,800 same time in 1876. The loan item was \$250,982,200 against \$251,682,100 a year ago.

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$16,776,100, as against \$20,424,925 the preceding week, \$9,089,775 the week ending 14th April (the lowest footing of this item thus far in the current year,) and \$24,781,800 on January 27 (which latter was the highest aggregate reached this year.) The City bank exchanges in currency reached \$400,708,240, or a daily average of \$66,784,707.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$47,174,383, against \$49,702,787 the preceding week; and a coin board of \$83,758,625, against \$84,306,673 on the return of a week earlier. The Customs revenue of the port during the past week was \$1,750,000.

The aggregate of the outstanding U. S. currency of all denominations, July 1st, was \$381,684,573. The outstanding amount of legal tender notes is \$359,784,332. The National bank circulation is now \$315,323,153 of currency notes and \$1,430,120 of national gold bank notes.

National Bank notes received at the Treasury Department last week for redemption were to the amount of \$5,092,000.

The income of the Government from internal revenues last week was about $2\frac{1}{4}$ millions, and during the fiscal year ending June 30, 1877, \$118,438,279, against \$116,700,732 in the preceding fiscal year; and from Customs last week about $2\frac{1}{2}$ millions, and in the last fiscal year \$130,439,419, against \$148,071,985 in the preceding fiscal year.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$7,998,903; special deposit of legal tenders for the redemption of certificates of deposit, \$60,240,000; Coin, \$110,000,847, including of Coin certificates, \$38,996,200.

Gold has been more active, higher, and variable, through the influence in part of the railway disturbances, as affecting the course of trade, and of exchange. The speculative dealings have been more extensive. The Customs demand has been moderate. The export movement has been insignificant. The extremes of the price during the week have been $105\frac{3}{8}$ to $106\frac{1}{8}$, closing at $105\frac{3}{8}$, as against $105\frac{3}{8}$ on Wednesday of the preceding week. The lowest point yet touched was $104\frac{1}{8}$, on Friday, March 2d. The specie outflow last week was only \$190,433, making the total exports of specie hence since January 1, \$20,766,819, against \$36,900,817 the same time in the preceding year. The imports of specie at this port last week were \$93,398, and since January 1st have been \$7,494,178, as against \$2,441,630 same time last year. The Customs demand for gold last week averaged \$291,667 per day. Foreign Exchange has been in very moderate request, leaving off heavily and irregularly. Bankers' sixty day bills on London closed on Wednesday at \$4 85 to \$4 85 $\frac{1}{2}$; sight bills on London at \$4 86 $\frac{1}{2}$ to \$4 87 $\frac{1}{2}$ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,969,188 as against \$5,200,119 the corresponding week of 1876. The week's import

entries of Foreign Merchandise at New York included \$1,767,982 of Dry Goods and \$5,201,206 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were \$6,121,505, against \$4,790,941 same week in 1876.

Government securities have been moderately dealt in at variable prices, influenced in part, by the course of Gold. At the close the market was quoted as a rule steady, leaving off on Wednesday as follows:

United States currency sixes, $124\frac{1}{2}$ to $125\frac{1}{8}$; do. 6s, 1881, registered, $110\frac{7}{8}$ to 111 ; do. coupon, $112\frac{1}{8}$ to $112\frac{3}{8}$; do. 1865, new, registered, $107\frac{1}{8}$ to $107\frac{3}{8}$; do. coupon, $107\frac{1}{8}$ to $107\frac{3}{8}$; do. 1867, registered, $109\frac{1}{8}$ to $109\frac{3}{8}$; do. coupon, $109\frac{1}{8}$ to $109\frac{3}{8}$; do. 1868, registered, $111\frac{1}{8}$ to $111\frac{3}{8}$; do. coupon, $111\frac{1}{8}$ to $111\frac{3}{8}$; do. ten-forties registered, $112\frac{1}{8}$ to $112\frac{3}{8}$; do. coupon, $112\frac{1}{8}$ to $113\frac{1}{8}$; do. five per cents 1881, registered, $109\frac{1}{8}$ to $110\frac{1}{8}$; do. coupon, $111\frac{1}{8}$ to $111\frac{3}{8}$; do. 4 $\frac{1}{2}$ per cents, 1891, registered, $108\frac{1}{8}$ to $108\frac{3}{8}$; do. coupon, $105\frac{3}{8}$ to $105\frac{7}{8}$; do. 4 per cents, 1907, reg., $105\frac{3}{8}$ to $105\frac{7}{8}$.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$337,229,000, and \$18,867,000 as security for public deposits.

State and Railway bonds have been in less request and quoted weak and unsettled as to price, even in the instance of the more substantial loans. And in the line of Railway and Miscellaneous share property business has been active but at materially reduced and variable prices, as affected by the railroad labor trouble and disturbances, leaving off feverishly.

A less active business has been noted in general trade lines and prices of domestic produce have fluctuated considerably closing as a rule more firmly, as influenced in good part by the railway embargo. Foreign merchandise has been in generally slack demand, with values quoted weak and irregular.

Hardware and Boots and Shoes have been lightly dealt in, while the inquiry for Dry Goods has been very moderate even for the season with prices quoted essentially as before.

The recent movements in Metals have been very light, with prices quoted depressed and more or less nominal. Eglington Pig Iron quoted at \$25 50; Glengarnock \$27 50; Coltness \$28 50 to \$29; No. 1 American Pig at \$18 to \$19; No. 2 do. at \$17 to \$18; Forge \$16 to \$17; American Rails at works \$32 to \$35; Old Rails \$18 to \$19. Wrought Scrap \$22 to \$25. Steel Rails, on the basis of \$45 to \$48 at the mills. Ingot Copper quoted 19 to 19 $\frac{1}{8}$ for early delivery.

Ocean freights have been unsettled and for Grain room on berth lower on a less active movement. Liverpool steamer rates at the close for Grain, 4d. per standard bushel. Provisions, 27s, 6d. to 50s.; Tallow, 20s.; Leather, 35s. to 40s. Measurement Goods at 15s. to 20s. per ton; Cotton, $\frac{3}{8}$ d. to $\frac{1}{4}$ d. per lb., Liverpool, by sail. Cotton, $\frac{3}{8}$ d. Grain, 4d. Oil Cake and Slate, 10s. to 12s. 6d.; Measurement Goods 12s. to 15s.; Tobacco 25s. Grain rates on charter hence for Cork and orders left off at 5s. 3d. to 5s. 6d. for the Continent, at 6s. and from Baltimore for Cork and orders, 5s. 3d. to 5s. 6d. as to time of loading and from Philadelphia at 4s. 6d. to 4s. 9d. per quarter. Refined

Petroleum hence for Cork and orders, 3s. 9d. to 4s. for the Continent, 3s. 6d. to 4s. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Dutague and Sioux City R. R., $43\frac{1}{8}$; Missouri, Kansas and Texas R. R., $41\frac{1}{2}$; Long Island R. R. 1st mort., 102; Rome, Watertown and Ogdensburg 7s, consol., 45; Toledo and Wabash 1st mort., 107; Buffalo and Erie 7s, new, $107\frac{3}{4}$; Wabash R. R. Par. Com. Receipts, $3\frac{3}{4}$; Delaware and Hudson Canal reg. 7s, 1877, 99; Chicago, Burlington and Quincy 5s, S. F., $90\frac{3}{4}$; South Pacific R. R. 1st mort., 72; Ontario Silver Mining, Co., 21 $\frac{3}{8}$; Tennessee 6s, new, $43\frac{1}{8}$; do. 6s, new series, $43\frac{3}{4}$; Louisiana 7s, consol., $78\frac{1}{2}$; Missouri 6s, 1877, $100\frac{1}{4}$; do. 6s, long bonds, $106\frac{1}{4}$; Georgia 7s, new, $107\frac{1}{2}$; Ohio 6s, 1881, 106. The latest quotations are: Adams Exp., 95 to 96; American Exp., 48 to 45; Atlantic and Pacific Telegraph, $19\frac{1}{4}$ to $19\frac{3}{4}$; Central Railroad of New Jersey, 10 to $10\frac{1}{8}$; Chicago, Burlington and Quincy, 97 to —; Chicago and Alton, 82 to —; do. pref., 101 to —; Chicago and Northwestern, 20 to 21; do. pref., $47\frac{3}{8}$ to 48; Chicago, Milwaukee and St. Paul, $21\frac{1}{8}$ to $21\frac{3}{8}$; do. pref., $56\frac{1}{2}$ to $56\frac{3}{8}$; Chicago, Rock Island and Pacific, $91\frac{3}{8}$ to $92\frac{1}{8}$; Cleveland, Columbus, Cincinnati and Indianapolis, 27 to —; Cleveland and Pittsburg, $76\frac{1}{2}$ to $76\frac{3}{8}$; Columbus, Chicago and Indiana Central, $1\frac{1}{2}$ to —; Delaware and Hudson Canal, $35\frac{3}{4}$ to 36; Delaware, Lackawanna and Western, $39\frac{1}{2}$ to $39\frac{3}{4}$; Erie, $7\frac{1}{2}$ to $7\frac{3}{8}$; Hannibal and St. Joseph, $11\frac{1}{2}$ to 12; do. pref., 28 to $28\frac{1}{2}$; Illinois Central, $55\frac{3}{4}$ to $56\frac{1}{2}$; Lake Shore and Michigan Southern, $47\frac{1}{2}$ to $47\frac{3}{8}$; Michigan Central, $41\frac{1}{8}$ to $41\frac{1}{4}$; Morris and Essex, $66\frac{1}{2}$ to 67; N. Y. Central and Hudson River, $90\frac{1}{2}$ to $91\frac{1}{2}$; New York and Harlem, $137\frac{1}{2}$ to 138; Ohio and Miss., 3 to $3\frac{1}{2}$; Pacific Mail, $19\frac{1}{4}$ to $20\frac{1}{2}$; Panama, 96 to —; Pittsburg, Ft. Wayne and Chicago, 85 to 88; Quicksilver, $12\frac{3}{4}$ to 14; do. pref., 22 to 24; St. Louis, Iron Mountain, and Southern, 9 to —; St. Louis, Kansas City and Northern, $3\frac{1}{2}$ to —; do. pref., $20\frac{3}{4}$ to —; Union Pacific, 63 to 64; U. S. Express, 41 to 42; Wells-Fargo Express, 81 to 82; Western Union Telegraph, $62\frac{1}{4}$ to $62\frac{1}{2}$; Wabash, $3\frac{1}{2}$ to 4.

Philadelphia.—Warren and Franklin 7s, $80\frac{1}{2}$; Oil Creek 1st mort., 85; West Jersey R. R. 6s, 103; Philadelphia and Reading R. R. 6s, 1844-'80, $102\frac{1}{2}$; Philadelphia and Trenton R. R. 130; Central Transp. 28; Empire Transp., 40; do. 8s, 103; Cincinnati 7.30s, $104\frac{3}{4}$. The latest quotations are: City 6s, $107\frac{3}{4}$ to —; do. free of tax, $111\frac{3}{4}$ to $112\frac{1}{2}$; Pennsylvania State 6s, 2d series, 101 to —; do. 3d series, $109\frac{3}{4}$ to —; do. 5s, new loan, $109\frac{3}{4}$ to $110\frac{1}{4}$; Philadelphia and Reading, $11\frac{3}{8}$ to $11\frac{1}{2}$; do. Gen'l mort. 7s, coup., 95 to 96; do. reg., $95\frac{3}{4}$ to $96\frac{1}{4}$; do. mort. 6s, 1880, $102\frac{1}{2}$ to —; do. 7s, new conv. 40 to 45; do. 7s, 1893, $107\frac{1}{2}$ to —; United New Jersey R. R. and Canal Co., 131 to $131\frac{1}{2}$; Camden and Amboy mort. 6s, 1889, 108 to —; Pennsylvania R. R., $27\frac{3}{8}$ to $27\frac{1}{4}$; do. 1st mort., $105\frac{1}{2}$ to $105\frac{3}{4}$; do. gen'l mort. coupon, $105\frac{1}{2}$ to —; do. reg., $106\frac{1}{2}$ to 107; do. Consol. mort. 6s, reg., 92 to 93; Little Schuylkill R. R., 35 to —; Morris Canal, — 255; do. pref., — 130; Susq. Canal 6s, — 40; Schuylkill Nav., 2 to —; do. pref., 6 to 7; do. 6s, 1882, $52\frac{1}{2}$ to 55; do. 1872, 87 to $89\frac{1}{2}$; Elmira and Williamsport pref., 38 to 41; do. 7s, 102

@—; do. 5s, 60@—; Lehigh Coal and Navigation, 17½@17¾; do. 6s, 1884, 102@102; do. R. R. loan 101½@—; do. Gold Loan, 85@88; North Pennsylvania, 40@40; do. 6s, 105@—; do. 7s, 110@110¼; do. Gen'l mort. 7s, reg., 108½@—; Philadelphia and Erie, 6@—; do. 6s, 102@—; do. 7s, 93@94; Minehill, 42@43; Catawissa 5@6½; do. pref., 28½@30; do. new pref., 24@—; do. 7s, 1900, 104@—; Lehigh Valley, 32@32½; do. 6s, new coupon, 108@—; do. reg., 109@—; do. 7s, reg., 112½@112¾; do. consol. mort., 90¾@91¼; Fifth and Sixth streets (horse), 63@—; Second and Third, 60@—; Thirteenth and Fifteenth, 31@—; Spruce and Pine, 24@—; Green and Coates, 30@—; Chestnut and Walnut, 46@—; Hestonville, 11@11½; Germantown, 40@—; Union, 65@—; Lombard and South, 8@—; Ridge Avenue 43@—; Seventeenth and Nineteenth, 34@—.

Baltimore.—Maryland Defense 6s, 112½; do. 6s, exempt, 113½; Virginia Peelers, 40¼; Richmond and Danville 1st mort., 74; Union R. R. 6s, Canton end., 101; Washington Branch, 110; Baltimore City 6s, 1875, 103; do. 1890, 113; do. 5s, 99½; Cincinnati 7.30s, Jan. and July, 105½; Santa Clara Mining Co., 8; do. bonds, 32. The latest quotations are: Cincinnati and Baltimore, 7s, —95@; Wilmington and Weldon 7s, 100@—; Wilmington, Columbia and Augusta 7s, —@33; Richmond and Danville 1st mort., 73@77; Pittsburgh and Connellsville 7s, 1898, 90¾@93; Baltimore and Ohio, 89½@90; do. 1st pref., 95@96; do. 2d pref., 86@88; do. 6s, 1880, 101@101¼; do. 1885, 102¼@106; Northern Central, 12@15; do. 6s, 1885, 101@102; do. 6s, 1900, 100@—; do. 6s, 1900, gold, 84@90; Marietta and Cincinnati 1st mort. 7s, 1892, 83@87; do. 2d mort. 7s, 32@32½; do. 3d mort. 8s, 11½@11¾; Central Ohio, 22¼@—; do. pref. —@37; do. 1st mort., 95@98; Western Maryland 1st mort. 6s, 1890, 90@100; do. 1st mort. guar., 105@—; do. 2d mort. guar., 105@—; do. 3d mort. guar., 107@—; do. 2d mort. pref., —@80; do. 2d mort. guar. by Washington Co., 100@—; Virginia and Tennessee 2d mort. 6s, 79@—; do. 3d mort. 8s, 80@81½; Orange and Alexandria 1st mort. 6s, 70@90; do. 2d mort. 6s, 67@70; do. 3d mort. 8s, 40@50; do. 4th mort. 25@40; Orange, Alex. and Manassas 7s, 60@65; Baltimore 6s, 1875, 102@103; do. 1884, —@113; do. 1886, 113@—; do. 1886, new, 111½@—; do. 1890, 112½@113¼; do. 1900, 113@113¼; do. 1900, new, 112@—; do. 1902, 113@113; do. 1902, new, 112@—; do. 6s, exempt, 115@117; do. 1893, new, 114½@115; do. 5s, —@99; Maryland Defense 6s, 1883, 112¾@113; do. 6s, 1890, 109@—; do. 6s, exempt, 113½@113¾; do. 5s, 97@—; Virginia consol. 6s, 63¼@64; do. 2d series, 40@41; Virginia Consol. coupons, 80¼@80¾; West Virginia def. certifi., 5@5¼; Baltimore City Passenger R. R., 33@—; Baltimore and Catonsville R. R., 14@15½; George's Creek Coal, 90@110; Maryland Coal, —@11; Atlantic Coal, 1.25@1.75; Canton Co., 12@22; do. gold 6s, —@91; Santa Clara, 8¾@10.

Boston.—Connecticut and Passumpsic Rivers R. R. 7s, 101; Rutland R. R. 1st mort. 8s, 69; Vermont and Canada Equipment 8s, 39; Cedar Rapids and Missouri River R. R. 7s, 1916, 100; Boston and Maine 7s, 1894, 111½; Old Colony 6s, 1896, 102¼; Highland Horse 6s, 1886, 103; Pull-

man Palace Car 7s, 1878, 99½; Boston, Revere Beach and Lynn R. R., 50; Boston, Winthrop and Point Shirley R. R., 5; Massachusetts 5s, 1880, 107; New Hampshire 6s, 1878, 101¾; Chicago 7s, 1890, 109; Cook Co., Ills., 7s, 1880, 104¾; Boston 5s, 1893, reg., 113¼; do. 6s, 1890, 106; Portland 6s, 1887, 107¾; Bangor 6s, 1899, 104½; St. Paul 8s, 1897, 107¾; do. 7s, 1903, 102¾; Peoria 10s, 1881, 110¼; Charlestown 6s, 1892, 113¾; Cleveland 5s, 1907, 101; do. 7s, 1878, 102¼; St. Louis City 6s, 1887, 105; New Haven 6s, 1897, 107; New Bedford 6s, 1892, 111½; Manchester 5s, 1878, 100¾; Duncan Silver Mining Co., 1½; International, 30c.; National, 20c.

FISK & HATCH, Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors: also, Gold, Silver and foreign coins: Deposits received in Currency or Gold, and interest allowed on Balances: Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

ILLINOIS CENTRAL RAILROAD COMPANY,
NEW YORK, July 18, 1877.

A DIVIDEND OF TWO (2) PER CENT HAS been declared by this company, payable on the 1st day of September next, to the holders of the capital stock of this company as registered at the close of the 14th day of August next, after which, and until the 5th day of September, the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

The Recent Railroad Damages.

We have no disposition to repeat the details already given in the daily newspapers concerning the riotous proceedings of strikers, and the damages sustained by railroad companies. Neither do we wish to express any opinion relative to the questions involved, one of which is whether the employed receive proper remuneration for their services or not. But we do affirm most plainly and decidedly that all such riotous proceedings by a mob resulting in the damage to property and injury to person should be crushed out at once so firmly and effectually that a repetition will not be likely to take place for at least some time to come. The conduct of the companies under these recent strikes has been one of patient endurance; but such lingering sufferance is neither politic nor justifiable. Leniency and moderation are not appreciated by ignorant excited mobs; with them there is neither justice nor reason, and only one thing remains to be done before quiet and settlement can be obtained, and that is dispersion or punishment, but dispersion at any cost. The military and police can crush these outrageous proceedings in the most expeditious manner by a firm determination to disperse, at once and thoroughly, all gatherings that disturb the public peace.

The damage to railroad property has been very extensive. In the case of the Pennsylvania Railroad Company, it is stated that they lose their roundhouse at Pittsburgh, together with 125 first-class locomotives, depot, storehouses, etc., and much valuable property, which it will take a great amount of time and money to replace. But the company's temporary loss will have to be

made good by Allegheny County, where most of the damage was sustained. One of our contemporaries gives the following very clear statement on this subject:

The most serious riots before the present time were the draft riots in New York in 1863. These riots cost the treasury of New York, in money paid for private property destroyed, the large amount of \$1,748,456 39. That similar payments must be made in the case of the present riots is expressly provided for by the laws of Pennsylvania. On May 31, 1841, the Pennsylvania Legislature passed an act, which will be found in Brightly's Pardon's Digest, page 1083, which provides that "in all cases where any dwelling house or other building or property, real or personal, has been or shall be destroyed, within the county of Philadelphia, in consequence of any mob or riot, it shall be lawful for the person or persons interested in and owning such property to bring suit against the said county where such property was situated, being for the recovery of such damages as he or they sustained by the destruction thereof, and the amount which shall be recovered in said action shall be paid out of the county treasury or warrants drawn by the Commissioners thereof, who are hereby required to draw the same as soon as said damages are finally fixed and ascertained." By a subsequent law, passed March 20, 1849, and which will be found on page 1084, the provisions of this law are extended to Allegheny county. By decisions of courts made subsequently to the passage of this law it is provided that buildings burnt through fire communicated from other buildings fired by a mob are within the act, and that corporations can take advantage of it as well as individuals. The jury are not to give exemplary damages, but the full value of the property destroyed at the time of its destruction, with interest to the date of their verdict. There can be no doubt that the various railways that suffered losses by the destruction of their property by the Pittsburgh mob can recover full damages from Allegheny county. The same could be done in Philadelphia if a mob destroyed railroad property. In New Jersey, the law upon the subject is substantially similar to that of Pennsylvania, and we quote it, as follows: "Wherever any buildings or other real or personal property shall be destroyed or injured in consequence of any mob or riot, the city in which the same shall occur, or if not in a city, then the county in which such property was situated shall be liable to any action by or in behalf of the party whose property was thus destroyed or injured for the damages sustained by reason thereof."

The stockholders of the Delaware Western Railroad, of Delaware, met in Wilmington on the 17th inst. and voted to consolidate with the Delaware Western Railroad of Pennsylvania. The stockholders of the Pennsylvania branch met at Landenberg and decided to consolidate with the Delaware road. This action, of course, was merely formal, each branch having already elected the same officers.

At the annual election of the Southern Pacific Railroad Company Charles Crocker was elected President and D. D. Colton Treasurer. It was decided to extend the line into Arizona 200 miles. Fourteen ship loads of material have already arrived.

The Supreme Court of Louisiana has decided that certain bonds issued under acts of 1865, 1867 and 1870 "for expenses of building levees" and for work done or to be done on the levees, and known as levee bonds, are constitutional and valid.

The earnings of the Philadelphia and Erie Railroad for the month of June, 1877, were \$250,704 92, the expenses, \$188,976 52, and the net earnings \$61,728 40.

The Coal Trade.

For the week ending the 14th instant, the total tonnage, as reported by the several carrying companies, amounted to 482,642 tons, against 453,074 tons in corresponding week last year, an increase of 29,568 tons. The total amount of anthracite mined for the coal year is 10,660,177 tons, against 8,257,177 for same period last year, an increase of 2,403,000 tons. The quantity of bituminous coal sent to market for the week was 52,981 tons, against 67,829 tons for corresponding week last year, a decrease of 14,848 tons. The whole bituminous tonnage from the beginning of the coal year is 1,678,017 tons, against 1,747,377 tons in corresponding time last year, a decrease of 69,360 tons. The total tonnage of all kinds of coal for the week is 535,623 tons, against 520,803 to corresponding date last year, an increase of 14,820 tons, and the total tonnage for the coal year is 12,338,194 tons, against 10,004,554 tons to same date last year, an increase of 2,333,640 tons. The receipts at Perth Amboy for the week ending on the 14th instant were 27,926 tons, the shipments 26,122 tons, leaving a stock on hand of 133,368 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week in June was 27,122 tons of which 21,607 tons were coal, and 5,515 tons coke. The total carried for the year is 2,404,990 tons, of which 1,902,806 tons were coal and 452,402 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger*, July 23.

Michigan Iron Ore Shipments.

The Marquette Mining Journal gives the following table of the total shipments of iron ore from the district for the season, together with those of a corresponding period last year:

	1876.	1877.
From Escanaba.....	116,679	175,451
From Marquette.....	139,506	209,376
From L'Anse.....	18,597	30,656

Total.....274,782 415,483
—showing an increase of 140,701 gross tons.

Commerce of New York.

The foreign imports at New York for the month of June, 1877, are officially stated as follows:

	1876.	1877.
Entered for consumpt'n.	\$8,065,972	\$10,448,147
Do. for warehousing....	6,861,930	12,860,639
Free goods.....	5,682,205	7,488,494
Specie and bullion....	498,880	508,777

Total entered at port...\$21,108,987 \$30,766,057
Withdrawn fr. wareh'ise 6,518,509 4,821,330

The foreign imports at New York for six months from January 1, were:

	1876.	1877.
Entered for consumpt'n	\$65,265,116	\$71,984,268
Do. for warehousing...	47,741,080	48,219,404
Free goods.....	43,079,705	49,484,402
Specie and bullion....	2,251,285	7,354,987

Total entered at port...\$158,337,186 \$177,048,061
Withdrawn fr. wareh'ise 41,757,396 36,009,062

The foreign imports at New York for the fiscal year ending June 30, were:

	1876.	1877.
Entered for consumpt'n.	\$132,027,678	\$132,142,796
Do. for warehousing...	81,902,121	77,541,453
Free goods.....	84,635,051	83,064,674
Specie and bullion....	8,148,865	31,321,590

Total entered at port...\$306,713,715 \$324,070,513
Withdrawn fr. wareh'ise 89,667,453 72,400,990

The following is a description of imports for the year ending June 30:

	1876.	1877.
Dry goods.....	\$88,058,966	\$77,330,636
General merchandise..	210,505,894	215,418,287
Specie and bullion....	8,148,865	31,321,590

Total imports\$306,713,715 \$324,070,513

The duties received at New York for twelve months ending with June, were:

	1876-'6.	1876-'7.
July.....	\$9,278,546 61	\$7,497,199 39
August.....	11,417,505 51	10,125,386 42
September.....	10,163,829 28	8,634,411 36
October.....	8,208,316 27	8,031,580 14
November.....	7,034,576 39	5,720,296 82
December.....	5,349,574 79	4,822,595 04
January.....	8,160,728 44	8,058,938 72
February.....	9,473,003 56	8,224,434 61
March.....	10,237,275 36	8,695,637 63
April.....	7,764,457 04	7,569,482 75
May.....	7,575,997 28	7,054,032 33
June.....	6,619,735 25	6,102,426 72

Total.....\$101,278,545 78 \$90,536,471 93

The exports from New York to foreign ports in the month of June, were:

	1876.	1877.
Domestic produce.....	\$22,060,231	\$23,970,315
Foreign free goods.....	97,494	136,140
Do. dutiable.....	1,013,637	340,882
Specie and bullion.....	4,839,205	5,225,337

Total exports.....\$28,010,567 \$29,672,674
Do. exclusive of specie. 23,171,362 24,447,337

The exports from New York to foreign ports for six months from January 1, were:

	1876.	1877.
Domestic produce....	\$118,810,717	\$120,381,075
Foreign free goods....	1,650,759	1,355,117
Do. dutiable.....	3,595,853	2,249,246
Specie and bullion....	28,626,333	21,551,498

Total exports.....\$152,683,662 \$155,536,936
Do. exclusive of specie. 124,057,329 133,985,438

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1876.	1877.
Domestic produce....	\$249,303,527	\$277,344,660
Foreign free goods....	2,371,677	3,119,748
Do. dutiable.....	7,326,725	5,014,665
Specie and bullion....	45,827,645	36,022,267

Total exports.....\$304,929,574 \$321,501,340
Do. exclusive of specie. 258,001,929 285,479,073

Queens County Railroad.

The suit of the Queens County Railroad Company against the City of Brooklyn to compel the local authorities to permit the laying of tracks on Lafayette and other avenues, was decided by Judge Barnard in the Kings County Supreme Court on the 20th inst. The Corporation Counsel had filed an affidavit stating the facts connected with the incorporation of the company, and he contended that the corporation in question was defunct, for the reason of its failure to comply with the terms of the General Railroad act, under which it was organized; and also that the act authorizing it to lay its track was unconstitutional. The road was to have been operated from the South ferry to Cypress Hills. Judge Barnard finds, in his decision, that the company has not obtained either the consent of the local authorities or of the land owners, nor has it procured the report of the commissioners called for by the constitution. He says:

"I think the Legislature could not do indirectly what it could not do directly. The Legislature, after January 1, 1875, could not waive the consent of the local authorities nor of the landowners, except in the manner provided by the constitution. The plaintiff's proposed road is a street railroad within the meaning of the constitution. One term minus, it is true, is Queens county, but that article of the constitution cannot be rendered of no effect by that fact. The article in question, as I

understood its import, was designed to give to the local authorities of a city a voice as to the use of its streets by corporations carrying passengers thereon. My opinion is that the plaintiff's corporate power and existence has ceased."

Pennsylvania Railroad.

Mr. Edmund Smith, the second vice president of the Pennsylvania Railroad Company, has recently returned to his home in Philadelphia from a visit to London, on business connected with his company. Mr. Smith emphatically denies the report that his visit was for the purpose of negotiating a loan for the Pennsylvania Railroad, and says the company is not in want of money. He describes the feeling of the foreign bond and stockholders as very favorable to the railroad, and says it was plainly shown at their meeting in London in June. Mr. Henry Crossfield, the auditor of the London and Northwestern Railroad, who moved the resolution passed at that meeting for a full exhibit of the company's accounts, is one of the leading railway auditors of England, and is largely interested in Pennsylvania Railroad bonds and stock. He is regarded as a leading expert in railway accounts, and, therefore, his statements at the meeting in London of his confidence in the Pennsylvania Railroad, whose accounts he had been for some time investigating, were a strong reassurance to the stock and bondholders, and are considered of great weight.

Solicitor Phillips of the Treasury has decided that the duty on machinery, in which steel is a component part, is 45 per cent *ad valorem*. On iron machinery 35 per cent. Importers of machinery undertook to get the portions made entirely of iron taxed at the rate for iron only by having these portions packed separately and separately invoiced. But the Treasury under Secretary Morrill held that as the iron parts could not be used without the steel parts all must pay the highest rate. This ruling is now overthrown and the Department will enforce only the rates distinctly required by law.

Pittsburg is making an earnest move towards building a new railroad from that city 70 miles to Youngstown, in order to secure the advantage of a connection with the railroads that converge at that point. The Pittsburg Chronicle says that manufacturers have given the right of way near the city, estimated as worth a million dollars; subscriptions have been made along the line of the road, and active men are raising the subscription required from the Iron City, \$600,000. The road can be completed and trains running upon it in one year.

A readjustment of the Virginia State debt, which is said to receive favor in high quarters here as well as among a large portion of the public creditors in this country and England, is to place the consol and peeler bonds on the same footing, to pay 3 or 4 per cent on the whole debt for five years, and afterwards 5 per cent, the bonds to run thirty years.

The Central Railroad of Iowa was sold at auction in Marshalltown, Iowa, on the 19th of July. There was only one bid—that of the Farmers' Loan and Trust Company, of New York, Trustee for the first mortgage bondholders—and on this the road was sold for \$5,192,390.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	100	J. & J.	July '77 34	Little Miami*	50	quarterly	June '77 2	Vermont and Mass.	100	A. & O.	Apr. '77 24
Atlanta and West Point.	1,232,200	J. & J.	July '75 3	Little Schuylkill*	50	quarterly	July '77 34	War River*	100	J. & J.	July '77 34
Atlantic and Gulf	3,693,200	— & —	Nov. '73 34	Long Island	50	quarterly	May '77 10 34	Warren (N. J.)	100	A. & O.	Apr. '77 34
Atlantic and St. Law*	100	M. & N.	Nov. '73 34	Louisv., Cin. and Lex.	100	quarterly	Jan. '74 4	Warwick Valley	100	A. & O.	Apr. '72 3
Avon, Genesee & Mt. M.	225,000	A. & O.	Jan. '75 34	Louisville & Nashville.	100	quarterly	Aug. '77 14	Westchester & Phil. pref.	100	J. & J.	July '77 34
Baltimore and Ohio.	13,151,962	M. & N.	May '77 5	Louisville, N. Alb. & Chi.	100	quarterly	Dec. '70 3	Winchester & Potomac	100	J. & J.	July '77 34
Washington Br.	1,050,000	A. & O.	Apr. '75 5	Lowell and Andover	100	quarterly	Apr. '77 34	Winchester & Strasburg	100	J. & J.	July '77 34
Berkshire	320,500	quarterly	Apr. '77 12	Lowell and Lawrence	100	quarterly	Apr. '77 34	Worcester and Nashua.	75	J. & J.	July '76 2
Blossburg & Corning*	50	J. & D.	Dec. '72 34	Lykens Valley	100	F.M.A.N.	Aug. '75 24				
Boston and Albany	20,000,000	M. & N.	May '77 4	Macdon and Western	100	quarterly	July '75 5				
Bos., Clin. & Fitch. pref.	1,172,600	— & —	Jan. '76 3	Manchester and Law	100	quarterly	May '77 5				
Agricultural Br. guar.	60,000	J. & D.	June '78 3	Marletta & Cincinnati	50	— & —	—				
Bost., Conc. & Mont. pref.	800,000	M. & N.	May '77 3	" " 1st pref.	50	— & —	—				
Boston and Lowell	3,200,000	J. & J.	Jan. '75 3	" " 2d pref.	50	— & —	—				
Boston and Maine	6,921,274	M. & N.	May '77 2	Massachusetts	100	quarterly	Sep. '66 34	Albany City	100	110,300	— & —
Boston and Providence	4,000,000	M. & N.	May '77 3	Memphis & Charleston	25	— & —	Sep. '66 34	Baltimore City	25	1,000,000	J. A. J. O.
Attleborough Branch.	131,700	J. & J.	July '77 34	Michigan Central	100	quarterly	Jan. '76 34	Balt., Cat. & El. City	100	—	J. & J.
Bost., Revere B. & Lynn.	310,000	quarterly	Dec. '76 2	Mill Creek & Minehill*	50	— & —	Jan. '76 3	Boston and Chelsea	100	110,000	A. & O.
Buffalo, N. Y. and Erie*	950,000	F. & A.	Dec. '76 34	M. Hill & Schuyl. Hav.	50	— & —	July '77 5	Broadway (Brooklyn)	100	200,000	J. & J.
Camden and Amboy*	5,847,900	quarterly	Jan. '77 24	Morris and Essex	50	— & —	July '77 34	Broadway & 7th Av. (N.Y.) ..	100	2,100,000	J. & D.
Camden and Atlantic	377,400	quarterly	Jan. '77 2	Mt. Carbon & Pt. Carbon	100	— & —	July '77 6	Brooklyn City	100	1,500,000	F.M.A.N.
" " pref.	838,811	quarterly	Jan. '77 2	Nashua and Lowell	100	— & —	July '77 6	Brooklyn City & Newt.	100	600,000	J. & J.
Camden & Burl. Co.	381,925	J. & J.	July '77 3	Nashville and Decatur	100	— & —	Dec. '76 3	Brooklyn and Jamaica	100	482,100	— & —
Cape May and Millville	447,000	J. & D.	Dec. '76 3	Nash, Chat. & St. Louis.	100	— & —	Dec. '76 3	Bushwick (Brooklyn)	100	800,000	J. & J.
Catawissa	426,900	Novemb.	Nov. '71 6	Naugatuck	100	— & —	Dec. '76 3	Cambridge	100	842,300	A. & O.
" " pref.	1,159,600	— & —	—	Nesquehoning Valley*	50	— & —	Dec. '76 3	Cambridge	100	1,084,400	A. & O.
" " 2d pref.	2,200,000	M. & N.	May '77 34	Newark and N. York*	100	— & —	Dec. '76 3	Citizens' (Phil.)	50	500,000	J. & J.
Cayuga and Susq.	1,000,000	M. & N.	May '77 34	N. Castle & Beaver Val.	50	— & —	Dec. '76 3	Citizens' (Pbg.)	50	200,000	M. & N.
Cedar Rapids & Mo. R.* ..	6,850,400	F.M.A.N.	Jan. '77 1	N. Haven & Northamp.	100	— & —	Dec. '76 3	Coney Island & Brookl.	100	500,000	— & —
" " pref.	769,600	F. & A.	Feb. '77 34	New Jersey*	100	— & —	Dec. '76 3	D. Dock E. Pdw. & Bat.	100	1,200,000	F.M.A.N.
Central of Georgia	7,600,000	J. & D.	June '74 4	New London Northern*	100	— & —	Dec. '76 3	Elizabeth Avenue (N.Y.)	100	1,000,000	J. & J.
Central of New Jersey	39,000,000	quarterly	Apr. '76 24	N. Y. Cen. & Hudson R.	100	— & —	Dec. '76 3	Highland	100	200,000	— & —
Central Ohio*	2,425,000	J. & J.	July '77 1	New York and Harlem	100	— & —	Dec. '76 3	Lomb. & South St. (Ph.) ..	25	105,000	A. & O.
" " pref.	400,000	J. & J.	July '77 3	" " pref.	100	— & —	Dec. '76 3	Lynn and Boston	100	200,000	— & —
Central Pacific	54,275,500	A. & O.	Apr. '77 4	N. Y., N. H. & Hartf.	100	— & —	Dec. '76 3	Malden and Melrose	100	200,000	— & —
Chemung	580,000	quarterly	Jan. '77 14	N. Y., Provid. & Boston.	100	— & —	Dec. '76 3	Metropolitan (Boston)	50	1,500,000	J. & J.
Cheshire, preferred	2,155,300	J. & J.	Jan. '77 1	Nieg. Bridge & Oasand*	100	— & —	Dec. '76 3	Middlesex (Boston)	100	400,000	M. & N.
Chicago and Alton	10,045,400	M. & S.	Mar. '77 4	North Carolina*	100	— & —	Dec. '76 3	Ninth Avenue (N. Y.)	100	797,320	— & —
" " pref.	2,425,400	M. & S.	Mar. '77 4	N. Eastern (S. C.) pref.	100	— & —	Dec. '76 3	Orange and Newark	100	282,855	— & —
Chicago, Burl. & Quincy	27,598,242	M. & S.	Mar. '77 5	North Pennsylvania	50	— & —	Dec. '76 3	Philadelphia City	50	750,000	J. & J.
Chicago, Iowa & Neb.	3,918,200	J. & J.	July '77 5	Northern Central	50	— & —	Dec. '76 3	Philadelphia and Darby	20	200,000	J. & J.
Chi. Mil. and St. Paul.	15,399,261	A. & O.	Dec. '76 7 34	Northern N. Hamp.	100	— & —	Dec. '76 3	Phila. and Grey's Ferry	50	284,775	J. & J.
" " pref.	12,274,483	A. & O.	Dec. '76 34	Northern New Jersey*	100	— & —	Dec. '76 3	Pbg. Alleg. & Manchester	50	200,000	M. & N.
Chicago & N. Western	14,394,600	J. & D.	Dec. '72 34	Norwich & Worcester*	100	— & —	Dec. '76 3	Second Avenue (N. Y.)	100	888,100	J. A. J. O.
" " pref.	21,485,653	J. & J.	Jan. '77 24	Ogdensb. & L. Champ.	100	— & —	Dec. '76 3	Seventh and Third St. (Ph.) ..	50	962,100	J. & J.
Chicago, R. I. & Pacific	26,000,000	quarterly	Aug. '77 2	Ohio and Mississippi	100	— & —	Dec. '76 3	12th & 19th Streets (Ph.) ..	50	600,000	J. & J.
Cin. Ham. & Dayton.	8,500,000	A. & O.	Apr. '73 4	Old Colony	100	— & —	Dec. '76 3	Sixth Avenue (N. Y.)	100	750,000	M. & N.
Cin. Sand. and Clev.*	2,980,550	— & —	Apr. '72 10 34	Oswego and Syracuse*	100	— & —	Dec. '76 3	Third Avenue (N. Y.)	100	1,170,000	F.M.A.N.
" " pref.	413,150	M. & N.	May '77 3	Pacific of Missouri	100	— & —	Dec. '76 3	13th & 15th Street (Ph.) ..	50	1,000,000	J. & J.
Clev. Col. Cin. & Ind.	14,991,275	F. & A.	Feb. '76 3	Panama	100	— & —	Dec. '76 3	23d Street (N. Y.)	50	600,000	J. & J.
Cleveland & Mahoning*	50	M. & N.	May '77 34	Paterson and Hudson*	100	— & —	Dec. '76 3	Somerville (Boston)	100	98,000	M. & N.
Cleveland & Pittsburg*	11,236,150	quarterly	June '77 12	Paterson and Newark*	100	— & —	Dec. '76 3	South Boston	50	450,000	quarterly
Columbus and Xenia*	50	M.J.S.D.	June '77 2	Paterson and Ramapo*	100	— & —	Dec. '76 3	Union (Boston)	100	374,800	J. & J.
Colum. & Hocking Val.	2,600,000	F. & A.	Aug. '77 4 34	Pemb. & Hightstown*	50	— & —	Dec. '76 3	Union (Phila.)	50	400,000	J. & J.
Concord	1,500,000	M. & N.	May '77 5	Pennsylvania	50	— & —	Dec. '76 3	West Philadelphia	50	400,000	J. & J.
Concord and Ports*	350,000	J. & J.	July '77 34	Peoria & Bureau Val.*	100	— & —	Dec. '76 3				
Conn. & Passau p. Riv.	1,000,000	F. & A.	Feb. '75 3	Philadelphia and Erie*	50	— & —	Dec. '76 3				
Connecticut River	2,100,000	J. & J.	July '77 4	" " pref.	50	— & —	Dec. '76 3				
Cumberland Valley	1,292,950	J. A. J. O.	Apr. '77 24	Phil. Ger. & Norristown* ..	50	— & —	Dec. '76 3				
" " 1st pref.	241,900	A. & O.	Apr. '77 4	Philadelphia & Reading	50	— & —	Dec. '76 3				
" " 2d pref.	243,000	A. & O.	Apr. '77 4	Phila. and Trenton*	100	— & —	Dec. '76 3				
Danbury and Newr.	600,000	— & —	Dec. '75 14	Phila. Wt. & Balt.	100	— & —	Dec. '76 3				
Delaware	1,330,950	J. & J.	Jan. '77 3	Pittab. Ft. W. & Chi.	100	— & —	Dec. '76 3				
Del., Lackaw. & Westn.	23,500,000	quarterly	July '76 24	" " Special Imp.	100	— & —	Dec. '76 3				
Detroit & Milwaukee	50	— & —	—	Pittsfield & N. Adams	100	— & —	Dec. '76 3				
" " pref.	2,095,000	J. & D.	Dec. '69 7	Portland and Kennebec	100	— & —	Dec. '76 3				
Dubuque & Sioux City*	5,000,000	A. & O.	Apr. '77 14	Yarmouth certificates	100	— & —	Dec. '76 3				
East Pennsylvania*	1,509,200	J. & J.	July '77 3	Pord. Saco & Portsm.	100	— & —	Dec. '76 3				
East Mahanov*	392,950	J. & J.	July '77 2 34	Providence & Worece.	100	— & —	Dec. '76 3				
East Tenn. Va. & Ga.	1,988,274	A. & O.	Apr. '76 3	Raleigh and Gaston	100	— & —	Dec. '76 3				
Eastern (Mass.)	4,997,600	J. & J.	July '73 3	Rensselaer & Saratoga*	100	— & —	Dec. '76 3				
Eastern (N. H.)	492,500	J. & J.	July '73 3	Roch. & Genesee Val.*	110	— & —	Dec. '76 3				
Elmira, J. F. & Canand*	500,000	F. & A.	Aug. '74 24	Romo, Watert. and Ogd.	100	— & —	Dec. '76 3				
Elmira & W. L. import*	500,000	M. & N.	May '77 24	Rutland	100	— & —	Dec. '76 3				
" " pref.	500,000	J. & J.	Jan. '77 34	" " preferred	100	— & —	Dec. '76 3				
Erie Railway	78,000,000	— & —	Oct. '73 1	St. Croix and Penobscot	100	— & —	Dec. '76 3				
" " pref.	8,536,910	— & —	Oct. '73 34	St. L., Alb. & T. Haute	100	— & —	Dec. '76 3				
Erie and Pittsburg*	1,090,250	quarterly	May '77 11	" " pref.	100	— & —	Dec. '76 3				
Fitchburg	4,000,000	J. and J.	July '77 3	St. L., Mt. & South'n	100	— & —	Dec. '76 3				
Georgia	4,200,000	J. and J.	Jan. '77 3	St. L., Kan. C. & North.	100	— & —	Dec. '76 3				
Granite Railway	250,000	J. and J.	July '76 4	" " pref.	100	— & —	Dec. '76 3				
Great Western, (Ca.)	19,237,404	A. and O.	Apr. '74 14	Schuylkill Valley*	50	— & —	Dec. '76 3				
Hannibal & St. Joseph	4,151,700	F. and A.	Aug. '70 34	Seaboard and Roaroke	100	— & —	Dec. '76 3				
" " pref.	6,078,224	Annual.	Aug. '70 7	Shamokin V. & Pottav.* ..	50	— & —	Dec. '76 3				
Hanover Branch, (Pa.)	116,850	M. & N.	May '75 5	Shore Line*	100	— & —	Dec. '76 3				
Harris Extension	4,000,000	— & —	—	Sioux C. & Pacific pref.	100	— & —	Dec. '76 3				
Harriburg & Lancaster*	1,182,500	J. & J.	Jan. '77 34	South Branch (N. J.)*	100	— & —	Dec. '76 3				
Houstonian, pref.	1,180,000	quarterly	July '77 2	South Carolina	100	— & —	Dec. '76 3				
Huntingdon & Bd Twp.	880,000	— & —	—	South Western, (Ga.)*	100	— & —	Dec. '76 3				
" " pref.	450,750	J. & J.	July '68 34	Staten Island	100	— & —	Dec. '76 3				
Illinois Central	29,000,000	F. & A.	Sep. '77 1	Stockbridge and Pitts*	100	— & —	Dec. '76 3				
Indianapolis, Cin. & Laf.	7,685,497	M. & S.	Sep. '67 4	Stony Brook*	50	— & —	Dec. '76 3				
Iowa Falls & Sioux City*	4,025,000	quarterly	Dec. '76 1	Summit Branch*	50	— & —	Dec. '76 3				
Iowa Railroad Land Co.	7,920,000	quarterly	May '77 1	Sussex (N. J.)	50	— & —	Dec. '76 3				
Jefferson, Mad. & Ind.	2,000,000	quarterly	May '77 11	Syr., Bingham. & N.Y.* ..	100	— & —	Dec. '76 3				
Joliet and Chicago*	1,500,000	quarterly	Apr. '77 14	Taunton Branch	100	— & —	Dec. '76 3				
Joliet & North Indiana*	300,000	J. & J.	July '75 4	Terre Haute & Indiana	100	— & —	Dec. '76 3				
Lake Shore & Mich. So.	49,468,500	F. & A.	Feb. '77 11	Troy and Greenbush*	100	— & —	Dec. '76 3				
" " (guar.)	533,500	F. & A.	Feb. '77 5	Union Pacific	100	— & —	Dec. '76 3				
Lawrence*	450,000	quarterly	July '72 3	Union and Black River	100	— & —	Dec. '76 3				
Leeds and Farmington*	600,000	J. & J.	Jan. '72 3	Vermont and Canada*	100	— & —	Dec. '76 3				
Lehigh & Susquehanna	8,739,500	M. & N.	May '67 5								
Lehigh Valley	50,219,650	quarterly	July '77 1								

BOOKS AND MAGAZINES.

Wrinkles and Recipes, compiled from the Scientific American. A collection of Practical Suggestions, Processes, and Directions for the Mechanic, the Engineer, the Farmer and the Housekeeper. Illustrated. Edited by Park Benjamin. Revisors and Contributors: Professor R. H. Thurston, C. E., Prof. P. H. Vander Weyde, M. D., Richard H. Buel, Mechanical Engineer, Joshua Rose, Mechanical Engineer. New York: H. N. Munn, Publisher, 87 Park Row.

Too many of the books advertised as aids and assistants to practical mechanics and engineers are worthless to them on account of the introduction of algebraical formula, and mathematical calculations that can only be understood by educated mechanics expert in mathematical science. Practical rules and practical instruction for practical men, published in a comprehensive plain manner are the description of books that prove most valuable and useful for reference and study to working mechanics. There is a large field for such works in this country and the difficulty has been to find writers who from theory and scientific investigation and experiment, can bring themselves down to teach the "bone and sinew" by reliable and practical rules. One of the most eloquent and scholarly divines in England was noted for his talent of adaptation, and previous to a three hour public oration in which there was "a feast of reason and flow of soul," he could talk to a gathering of little children in such a way that they remembered the truths told them. Hence we hail with great satisfaction all such books as Wrinkles and Recipes, adapted for consultation by practical men, and giving valuable suggestions to those engaged in the industrial arts. The work as a manual for constant reference is one of great value, and one which every mechanic should have. It will prove an excellent addition to his library, as it contains a great amount of practical information not previously published.

In the United States Court at Springfield, Ill., on the 18th inst., the final decree of foreclosure of the Indianapolis, Bloomington and Western Railroad was entered, and the sale of the road for the benefit of the Farmers' Loan and Trust Company and other claimants was ordered to take place at Bloomington on a day not yet fixed.

It is stated in the commercial review of Mr. Rabden, at the City of Mexico, that railroad projects are reviving in Mexico, and American projects stand a better chance of success than ever before. Several new railways are contemplated, and, if asked for by practical and responsible men, contracts will be granted.

It is reported that the Southern Pacific Railroad Company have engaged a quarter of a million eucalyptus trees. The company will plant the trees along the line of their track, and will use the timber, when sufficiently grown, to replace the ties as they wear out.

The management of the New Brunswick and Canada Railroad has decided to have a narrow gauge.

The capital stock of the Home Avenue Railroad Company, Dayton, Ohio, has been increased from \$50,000 to \$100,000.

Redemption of Five-twenty Bonds.

The Secretary of the Treasury on the 19th inst. issued the fifty-second call for the redemption of five-twenty bonds of 1865—known as five-twenty bonds of the act of March 3, 1865, (consols of 1865.) The call is for \$10,000,000, of which \$7,000,000 are coupons and \$3,000,000 registered bonds. The principal and accrued interest will be paid at the Treasury of the United States in the city of Washington on and after the 19th of October, 1877, and interest will cease on that day. The bonds designated are as follows:

Coupon bonds—Dated July 1, 1865, namely: \$50, No. 24,001 to No. 30,000, both inclusive; \$100, No. 40,001 to No. 52,000, both inclusive; \$500, No. 34,001 to No. 42,000, both inclusive; \$1,000, No. 64,001 to No. 75,000, both inclusive.

Registered bonds—Redeemable at the pleasure of the United States, after the 1st day of July, 1870: \$50, No. 901 to No. 1,150, both inclusive; \$100, No. 8,551 to No. 10,500, both inclusive; \$500, No. 6,151 to No. 7,200, both inclusive; \$1,000, No. 19,851 to No. 23,000, both inclusive; \$5,000, No. 5,901 to No. 6,700, both inclusive; \$10,000, No. 5,355 to No. 7,880, both inclusive.

The amount outstanding included in the numbers above is \$10,000,000. All United States bonds forwarded for redemption should be addressed to the "Loan Division, Secretary's Office," and all registered bonds should be assigned to "The Secretary of the Treasury for redemption." Where parties desire checks in payment for registered bonds drawn to order of any one but the payee, they should assign them to the Secretary of the Treasury for redemption on account of the owner or owners.

The called bonds due are in the following order: On the 5th of August \$10,114,550; 21st August \$10,000,000; 28th August \$10,000,000; 11th September \$15,000,000; 5th October \$10,000,000; 16th October \$10,000,000 and 19th October \$10,000,000—total, \$75,114,550.

An offer was recently made to the Kalamazoo, Hastings and Lowell (Mich.) Railroad, a proposed narrow gauge railway between the points named, to place \$100,000 of the bonds of the company at 90 per cent, the proceeds to be used in building and equipping the road. The management, in the belief that iron has touched its lowest point, have taken the offer under consideration.

The product of the gold mines of North Carolina for the fiscal year 1875-6 amounted to \$10,335,000, that of Georgia to \$7,379,000, and that of South Carolina to \$1,381,000—a total of \$19,095,000. The product for the year just closed is supposed to be much greater. Eleven stamp-mills are now running near Dahlonega, Ga.

The last rail on the Vermont division of the Portland and Ogdensburg Railroad was laid on the 17th inst., completing the connections with the West and the Canadas.

The Sonora Railroad concession was approved by the Mexican Government on the 8th of June.

The Central Market, Cass Avenue and Third Street (Detroit, Mich.) Railway will be sold under mortgage Tuesday, August 7.

Canadian Pacific Railway.

The complete report of the Chief Engineer of the Canadian Pacific Railway states that the total expenditures on surveys during the six years from the commencement to December, 1876, was \$3,189,617. The line is located from Thunder Bay to Yellow Head Pass. The Chief Engineer reports a location on which, for 1,000 miles west of Lake Superior, easterly ascending gradients can be kept down one-half the maximum of the Grand Trunk. The length of lines surveyed and explored amounts in the aggregate to about 40,000 miles, and 11,000 have been measured through mountains, prairie and forest, with level chain and transit. Thirty-four lives have been lost in prosecuting the survey. Mr. Fleming recommends opening a territorial road from Lake Superior to Lake Nipissing.

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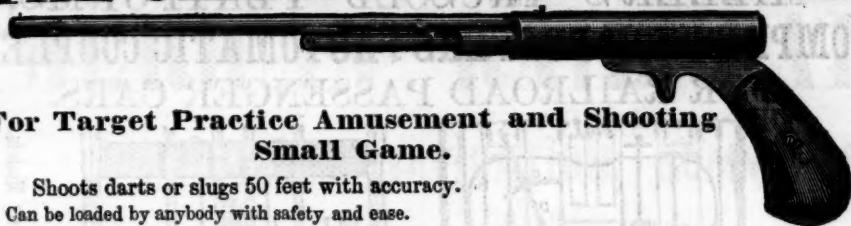
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The Public Debt of Virginia.

The debt of Virginia is a subject of much importance, not only to the people of that State, but to all who are interested in her affairs and in State credit generally. That she has labored with spirit worthy of the example of all the States who are burdened with debt none will deny. In this connection a recent letter from Gen. Mahone, late President of the Atlantic, Mississippi and Ohio railroad, and now a prominent democratic candidate for the nomination for Governor of Virginia, becomes of interest. In this letter Gen. Mahone gives his views at considerable length in regard to the public debt of Virginia. He expresses the opinion that the funding bill of 1871, to which he was opposed at the time of its passage, was a grievous mistake, and cites figures to show that under its operation the State debt is annually increasing. Gen. Mahone says that the debt intended to be assumed by the funding bill as \$30,000,000, amounts in fact to \$36,000,000, with arrearages of interest, etc., amounting to \$5,200,000, making the State debt at present \$41,600,000, an increase (by reason of the non-payment of interest on that portion which is not funded) of \$860,000 per annum since the funding bill passed. He further says that, accepting the auditor's estimate of total revenues as \$2,700,000, when the average revenue for the six years has been only \$2,338,000, and accepting his estimates of \$1,000,000 for expenses of the government, and taking the appropriation for the schools at \$443,000 (the auditor's figures,) there will be left \$1,270,000 to meet an interest account of \$2,160,000. If the interest due on account of the sinking fund be discarded the deficit will still amount to \$590,000. As to what steps should be taken to afford the people relief and preserve the credit of the State Gen. Mahone says:

It does seem to me to be the part of practical wisdom, and in the direct pursuit of an honest purpose to deal fairly and justly with the public creditors, that we should seek and insist upon, urge, and if necessary demand a compromise and readjustment of the debt of the Commonwealth and of the annual liabilities thereunder which shall be within the certain and reasonable capacity of the people to regularly meet. That this can be done when we go directly to the work I do not doubt. That it must be done I am firmly of the opinion and will. It is in the straight line of severe business that we must proceed, or we shall die of a sentimental sense of honesty and integrity, and the corpse will be buried at the expense of the creditor at last.

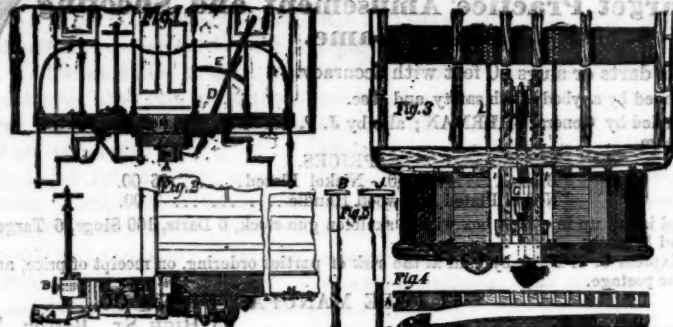
In referring to Gen. Mahone's letter, the Petersburg Index-Appeal, which is an earnest advocate of the general's nomination for the governorship, says:

The funding bill is a valid contract, however, and all attempts to evade or invalidate it, or in any way to avoid its enforcement, save by the consent of the creditor, should be sternly discouraged. This, we do not construe General Mahone's letter to contemplate. On the contrary, we have implicit confidence in the desire which it expresses to protect the interests of the creditor in a manner consistent with the honor of the debtor.

On the contrary, the Richmond State declares that as it reads the letter, "Gen. Mahone does contemplate the destruction or repudiation of the funding act as well as of the other obligations the State labors under."

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